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In reviewing the business outlook and the conditions in China the New York Sun says:

It is well to remember these things at this time of speculative depression, when, although every trade and industry in our land is securing profits far above the average returns of former years, a few Wall-street gamblers, taking advantage of the undue capitalization and formation of industrial concerns, and of the business hesitation over the presidential campaign, have been able to play a certain brief havoc in our financial markets. The prospect for the mercantile future of our country, based upon our capacity to produce coal and iron at less cost than any other land, and because of what has happened in China, was never of such dazzling glory as it is today.

July 3, when the Ashcraft Cotton Mills at Florence, Ala., were opened, was celebrated by the business men of the city as factory day. Four thousand invitations to the celebration were sent to their customers by the manufacturers of the city, and the visitors, after viewing the making of the first piece of cloth, were taken by rail to the doors of the other nineteen industries of the city, including fertilizer plants, flouring mill, barrel and stove factories, planing mills, iron furnace, the wagon and pump factories, machine works, gas factory, steam laundry, stove works and ice factory. Florence has been steadily advancing as a manufacturer, and the spirit in which the celebration originated is a promise of even greater advance, and is an example for other Southern industrial communities.

It is noticeable that with the increasing industrial development of the South there is increasing trading in the stocks of Southern corporations. Quite a number of brokers throughout the South now make cotton-mill stocks a specialty, and to this they might profitably add coal and iron stocks and create a home market for the securities of gilt-edge companies. The active trading in securities of this kind is of value in promoting industrial development, as it makes such securities available for collateral. If the South can be induced by the development in the business of handling its own securities to invest its money at home, rather than in speculation in cotton in Wall street, it will prove of immense advantage and will rapidly add to the accumulation of Southern capital, and thus increase the financial strength of that section.

The Chinese Problem.

The solution of the great problem of China, which now confronts all the modern nations of the world, may be helped—the indications are that it will be—by China herself.

If Europe and America must tackle China as a whole, it is a very big proposition—one that will involve enormous cost in blood and treasure, great loss and disturbance to the world's trade over a long period of time.

The saving feature is that while China was conquered by the Mongols and Tartars under Kubla Khan in the middle of the thirteenth century, seven hundred and forty years ago, yet to this day there has been no change in the relation of the northern, or governing Chinese, the Manchus, Mongols, Tartars and the people of southern China. The original relation of conqueror and conquered still remain. The Manchu hates, despises and fears the southern Chinaman, and the southern Chinaman hates the northern, who has so long ground him down. Every viceroy, however, belongs, of course, to the conqueror race. Old Li Hung Chang may prove the master of the situation and bring China into commercial relations with the rest of the world, helping to upset the dominant power of the north, but if he does it will be only on terms that preclude the indiscriminate cutting up and dismemberment of the Chinese empire. The United States, Great Britain and probably Japan all stand for the keeping of the empire intact, but opening it up fully to trade with a government that will encourage trade.

Russia, if she could once get the lead, with her armies in front and China behind her to draw from, would not only sweep in all Asia—Turkey, Persia, India, Siam, China and all—but would then be in position to extend her empire westward over Europe.

Japan, with her army in front, and China's four hundred millions behind her, could warn the rest of the world out of Asia, and could, in turn, encroach on Siberia, on Russia in Europe, on all Asia, eventually on Europe west of Russia. It is these enormous possibilities that compel the nations to watch the balance of power.

England would be the natural power to act for Europe. But her army is in South Africa, nor can she act with an Indian army. Her Boer victory is costing now its heavy price, in that it cripples her in China at this crisis. But both Russia and Japan have possible interests and temptations that disqualify them from acting for all the powers with a free hand.

That is why, even with the emergency at Peking, little has yet been done or planned. The powers only dare to act together, that joint control may be kept well in hand. This is far from satisfactory to people who think only of our imperiled friends in Peking. But the stake is too great for impulsive action. The chances are that Japan would keep faith. But it is remembered that Russia and Germany robbed

Japan of the fruits of her victory over China, and that Russia took the territory Japan desired—Manchuria, Port Arthur, etc., and threatens Corea. With Japan in control she might insist on Russian relinquishment and get Corea and her stake on the mainland in China.

It is going to be a very difficult matter to settle the Chinese question and at the same time keep the peace between European nations. And just now Germany, because of the murder of her minister at Peking, is in danger of starting a general war. In a word, the problem in China is the biggest one that the diplomacy of the nineteenth century has had to contend with, and may end in a war of greater proportions than any known to history.

To prevent this, to localize, restrict and keep down the conflagration, is the work in hand, and what looks like unnecessary caution and delay has good reason.

If China can be brought into general trade relations without a great war, through good sense governing the powers, through watchfulness of all against the greed of any one of them, and through help in south China, then the opening of the new century will find the whole industrial world under pressure to supply the demand for great staples that would at once spring up. Iron and steel would lead. Rails, machinery, bridge steel would be first in demand. And in the modern nations shipbuilding, the making of machinery, the making of iron used in various forms of construction, for piers, warehouses, etc., would be driven night and day. The demand for cotton would be doubled if once China as a whole got started on the road to prosperity.

The effect of a large war would be seriously felt in Europe. In the end, Europe would be repaid by enlarged trade. But in the meantime hundreds of millions of capital in Europe now engaged in manufacturing, mercantile and carrying for the China trade would go through or to the verge of bankruptcy.

The position of the United States would be more fortunate. As an offset to its loss in general foreign trade, it would have a great increase in exports of food and forage for the armies assembled, in wagons, mules, horses and whatever other demands the war developed, and it would play the leading part in supplying rails, bridges, cars, machinery, etc., during and following the war.

In this connection the words of Mr. C. P. Huntington in the New York Journal of Commerce are of interest. He said:

Commerce is king, and must rule in China, as it rules everywhere else where civilization is the basis of government. I hope to see China kept intact, for I believe the partition of the empire among the nations would be the most costly and irretrievable blunder that has been committed in the last five hundred years, for there would result from it, in my judgment, disagreements over divisions the very thought of which raises the dark shadow of danger in every man's

mind. I seriously doubt if there has been in the last two thousand years a single instance in which the territory of any nation has been seized and occupied by alien races to the advantage or benefit of the nation subjugated as much as would have resulted from an equal expenditure of energy and thought in the direction of building up the conquered people. I hope we shall stand by the good people of China, who deserve better of the world than to be crushed for the crimes of irresponsible mobs. I hope we shall uphold their hands in the formation of a better China; that we shall take to them our best articles of commerce, our finest products of mechanical art, and receive from them the best of theirs.

An Honest Opinion.

The Manufacturers' Record has always held that diversity of sentiment and of expressed public opinion on the great questions which concern our national life would be of great advantage to the South. No party seems to be honest when once it loses all fear of opposition. In Pennsylvania, according to the best men in the republican party, there has been great political corruption because the party workers have held undisputed sway; in the South we have unfortunately had much political dishonesty because the race question has been made a pretext to keep the white vote solid, and almost to ostracize men who dared to speak their convictions on economic questions if against the democratic organization. That this has been a curse to the South and a curse to its manhood no honest man can question, just as the Pennsylvania situation has been a curse to that State. The Manufacturers' Record, Southern in every fiber, has ever dared to speak what it believed to be the truth, regardless of whether it hit republican or democrat, and while we do not agree with some of the things said, we hail the following editorial from the Charlotte Observer as one of the best signs of the coming of the day of independence of thought. The Observer dares to have the courage of its convictions, and though it will please neither republicans nor democrats, it will at least be an honest paper, and we paraphrase the old saying and put it that "an honest paper is the noblest work of man." In announcing its position on the political situation the Observer says:

The Observer cannot support the candidate nominated or the platform promulgated at Kansas City. This is of no consequence to the candidate or the platform, but the decision is of much importance to the Observer. We are opposed to the free coinage of silver and gold at the ratio of 16 to 1, and while there is little danger of this for four or six years to come, the perpetuation of the agitation for it is to be deprecated. The reaffirmation of the Chicago platform in general terms would have been bad enough, but its two most obnoxious features were singled out and emphasized when free silver and "government by injunction" were specifically endorsed. The latter is a bid, as it was in 1896, for the support of the lawless, and it is by far the most offensive plank in the platform to one who believes in the supremacy of the law and in upholding the hands of the courts. The saying that the anti-imperialistic plank presents the paramount issue does not make it so, and moreover, the issue does not appeal to us. This country had no business in a war with Spain, but it got into

one, and as a consequence certain territory fell under its control. It cannot shirk its obligations in Cuba, Porto Rico and the Philippine Islands if it wanted to. To Cuba we promised a safe and stable government, and that secured, that we would retire; that promise must be kept. Porto Rico was ceded to us by Spain, and by that cession is ours. For the Philippines we paid \$20,000,000, and they are America's by purchase. At least until those people become capable of self-government—and that is far off—this country must govern them, and hence it does not occur to us that the question of final disposition is one which presses for immediate settlement. The status quo must be maintained for many years, and we confess inability to generate great enthusiasm upon a question the determination of which is necessarily so remote. The "paramount issue," we repeat, does not appeal to us.

The arraignment of trusts is correct and capital. We approve every word of it. But it is no stronger than that delivered by the republican convention at Philadelphia. Both parties denounce trusts, but neither, when in power, does anything with them, either in State or nation. Nevertheless, the democratic position on this subject is far stronger than the republican, for the republican party undeniably coddles them, gets campaign contributions from them, and its protective tariff policy is their spawning-ground. The remainder of the platform treats of things indifferent. It is well written. Mr. Bryan is said to have written it himself. It is certain that he passed upon and approved it.

But it is not so much the platform that is to be feared as the man upon it. Mr. Bryan is essentially a dangerous citizen; he is an honest fanatic—neither his ability nor his integrity is open to doubt. But he is a radical—self-willed, headstrong, imperious, determined to have his way, and determined, if he cannot do so, that the procession shall not move at all. His way is not the wise way; he is not a fit man for President; in charge of the craft, he would run it upon the rocks. He may be elected; we should not be greatly surprised if he were; but we shall have no complicity in the act.

What then? Will we support Mr. McKinley and the republican party? No. Between the evils presented we shall choose neither. The President and his party are against us and our people. We can have no part nor lot with a party which denounces our people as rebels; which chooses negroes and scurvy white men as officers over us; which conducts the government for the benefit of its favorites; which has the long record that the republican party has of unrepented-of extravagancies, crimes and scandals—scandals involving the expenditure of public money; crimes against popular liberty.

What then, again? Why, we shall stand by the democratic organization in North Carolina, believing that in it is the only hope of good government at home. As for the rest, the Observer will maintain, during this presidential campaign, a position of absolute independence, believing, knowing that in time to come the national democratic party will get back to the moorings from which it has drifted; will embrace again the faith in which we were reared and which it now denies. There was never a moment when the principles of Jefferson and Jackson, of Tilden and Cleveland, were more precious to us than they are now, but there will be no opportunity to vote for them this year, and hence the Observer does not expect to vote at all. That the declaration of this purpose is attended by pain need hardly be said. In making it we cut ourselves off from the political associations of a lifetime, and there is peculiar embarrassment in arraying the paper against a ticket the vice-presidential candidate on which honors the writer with his personal friendship. But it is a question of being honest with ourselves and our readers or of committing perjury, and in the presence of this alternative there is no reason to hesitate.

Pardon, masters, for a few words more. Four years ago we did not approve of the departure which the democratic party had taken and had no stomach for Bryan or Bryanism. Yet, for the sake of party regularity and old associations we did the very best we could. It was not much, and as a reward of this stifling of conscience, of writing, half-heartedly, things which for the sake of the democratic party we scarcely believed, we were assailed with such terms as "traitor" and "assassin," and were frequently invited out of the party, where, we were assured, we would do less harm than we would by naming its name only to betray it. The considerate friends who said these things then now have their wishes gratified. The Observer was then assumed to speak as a democratic organ. It disclaimed this honor then; it does so now with added force. We pray the press and public to attach no re-

sponsibility henceforth to the democratic party for anything this paper says. It does not speak for the democracy of Charlotte, of Mecklenburg, of North Carolina, but only for itself. It does not profess to reflect public opinion; it never did. With all due respect to everybody concerned, public opinion has no more influence upon it than do the idle winds, and it would as quickly undertake to reflect the course of the one as of the other.

One word more and we are done: This grave step, alienating the Observer from its political party and leaving it without harbor or refuge, is taken after mature deliberation and with a due sense of our responsibility to God and our fellow-men. We know, better than anyone else can, all that it imports. We are prepared for the storm of traduction which is to come, but the Observer cannot support Mr. Bryan, as much as it would like to, as much as it is its interest to do so, and, in the language of Martin Luther, it declares: "Here I stand, God help me; I cannot do otherwise."

"It matters not how straight the gate,
How charged with punishments the scroll,
I am the master of my fate;
I am the captain of my soul."

Building Cotton Mills.

The organization of new cotton mills in the South during the last three months, while, of course, not as active as during the preceding three months, has been pushed with much vigor. As in the first three months of the year, the last quarter shows a steady tendency towards the diversification of cotton manufacturing and the building of mills equipped for finer goods. Established mills that have been notably successful continue the enlargement of their operations by building new mills or extending their present plants. Taking the mills definitely organized, and omitting all that have simply been projected, but the construction of which has not yet been assured, and including the spindles to be added to mills already established, the total for the first six months of the year is as follows:

	Spindles.
Alabama.....	76,640
Georgia.....	192,428
Mississippi.....	41,240
North Carolina.....	152,952
South Carolina.....	349,252
Tennessee.....	28,500
Texas.....	35,356
Total.....	876,368

Of entirely new mills to be built by new companies, eighty-nine have been reported since January 1, while a number of companies have been organized which have not been included in this list, since they have not yet commenced the work of construction. The capital involved in the addition to the South of 876,000 spindles, being the actual progress made in mill building since January 1, represents an investment of between \$20,000,000 and \$25,000,000.

Practical Results of Practical Training.

One of the most gratifying records of progress toward adequate textile training in the South is that of the textile department of the Georgia School of Technology at Atlanta. An impetus to the establishment of the department was given by Mr. Aaron French of Pittsburg, Pa. In December, 1897, the legislature of Georgia appropriated \$10,000 for the establishment of the department on condition that friends of the school should contribute \$10,000 in money and machinery. In 1898 nearly \$20,000 of machinery and about \$13,500 in cash were given to the school. Mr. French, who had become interested in the institution, gave at first \$2500 and later \$3000 on condition that friends of the school raise \$3000 additional, and the total amount of Mr. French's gifts during the past two or three years is \$13,000. The textile department was a new feature in educa-

tion in Georgia. The course includes instruction in the manufacture of all grades of cotton goods, in manual training, chemistry, dyeing and engineering.

The department is but one of the evidences of the progress of the School of Technology, which began its work in 1888. It graduates young men in mechanical engineering, electrical engineering, civil engineering and textile engineering. The catalogue for 1899-1900 contains complete information of the work of the institution, with half-tone cuts illustrating the several departments, and at the end is a register of the graduates. Of the ninety-four living graduates, sixty, as was to be expected, are still in Georgia. Tennessee and Alabama have each four, Pennsylvania, Virginia and Massachusetts have each three, North Carolina, Arkansas and South Carolina each two, and Wisconsin, Mississippi, Ohio, Oregon, Louisiana, Iowa, West Virginia, California, New York, District of Columbia and Cuba each one. All but nine of the graduates are engaged in pursuits upon which their training at the Georgia School of Technology bore directly. They are mechanical engineers, superintendents of cotton mills and iron furnaces, in machine shops, chemical factories, oil mills and other establishments requiring trained hands and heads. The list of graduates and their occupations is a splendid indication of the work accomplished by the institution. It is a record of practical results from practical training.

The Grout Bill Analyzed.

At the recent meeting of the Interstate Cotton Crushers' Association at Old Point Comfort Col. J. F. Hobbs made a speech, taking strong grounds against the special legislation attempted in what is known as the Grout bill, which he characterized as a bold example of the burglarizing of Congress by business concerns for private gain and for acknowledged self-interest. He said that oleomargarine is a cheap equivalent and the poor man's substitute for the higher-priced product, butter, and that if the government needs additional revenue and has to tax a food product for it, Congress is engaged in a sorry business when it selects the poor man's article, places the burden upon it and leaves the higher-priced butter unmolested. He contended that the treasury, however, was in no such straits, and that it was a monstrous undertaking for Congress to engage in helping one business to eliminate its trade competitor. In conclusion he said:

The Grout bill is for a butter law, framed and pushed by butter people for the butter interests alone.

Through the live-stock owners' associations and live-stock exchanges of the country nearly every beef and hog has protested against this selfish, iniquitous, unjust tax. Nearly every bale of cotton in the South, and there are about 10,000,000 of them, has protested. Through their various unions and federations the laboring men of this country have protested against this sort of legislation. The grocers, through their national and State conventions, have protested. The oleomargarine factories have protested. Of course they are interested. But the only people who have asked for this legislation are also interested. They are the butter brokers and a few Northern, Eastern and Northwestern dairies and dairymen. Are these few to weigh against the multitudes of people and the hundreds of millions of live-stock and planting interests all over the land that have protested?

Every bale of cotton has its direct interest in this matter. Every steer, every hog and every milch cow has an interest in this matter. If the cotton-oil men and the interests allied with them in a business way would begin to roll back the tide, clear the South-

ern and Southwestern statute-books of those dead dairy laws which hurt the cotton-oil and other oil interests "by the aid they give the foe," and put forth more activity in arousing public attention to the dangerous class of State and national legislation which is creeping upon the books, there will be less of this unscrupulousness and a removal of some of the impediments to Southern and to Southwestern prosperity.

Here are suggestions which several million voters of the country may well ponder during the next few months. They appeal to cotton-growers, cotton-seed-oil manufacturers, live-stock men, laborers and a host of consumers in most practical manner.

A Louisiana Hint.

Not without protest did the lower house of the Louisiana legislature pass last week the so-called anti-trust bill. Mr. Burke of Iberia argued that the enactment of such a measure was hazardous in the extreme, as the vast resources of Louisiana were beginning to be recognized and were attracting the capital necessary for their development. He was unable to see, if the bill should become law, how present investments could be induced to remain within the State or foreign capital invited to enter it. Mr. Dupre of New Orleans intimated that although it might be unbecomely legislation, its practical effect would be to serve notice to the outside world that Louisiana was opposed to the entrance of capital and legitimate corporations necessary to its industrial development and economical advancement. The bill has gone to the senate, which may well ponder the editorial of the New Orleans Picayune upon the text that any radical and extreme legislation hostile to capital in the State will prove highly injurious to many important interests, and will paralyze all business enterprise. The editorial concludes with this solemn warning:

Louisiana is so badly in need of population and capital and enterprise to develop her resources that so far from intimidating or repelling them, they ought to be encouraged in every way possible. But should the enactment of radical and violent laws against commerce and manufactures be declared to be a distinctly democratic measure, necessary to the maintenance of party solidarity, then the great economic and industrial interests of the people of Louisiana will have to suffer. But a political party which, in order to maintain itself, saps the prosperity and destroys the business of the people must soon come to an end, since the business of government which is carried on by parties is to make prosperity, not to exterminate it. It will be the party which will first experience extermination.

These words may be applied to a wider field than Louisiana. They are an appeal for the higher politics in State and nation—the politics which brings prosperity, and not despair.

To Encourage Wool-Growing.

In a weekly paper published at Richmond, Va., is an advertisement of the Leaksville (N. C.) Woollen Mills calling upon sheep-owners not to sell their wool until they have written to the company. The reason is stated as follows: "A handsome line of dress goods, flannels, tailor-made skirts, blankets, coverlets, carpets, rugs, cassimeres, jeans, buggy robes and knitting yarns exchanged for wool or manufactured on the cash plan. We pay freight on all wool sent to the mills." This advertisement is suggestive of the spirit now active in the South. It is the more significant because of the failure of the South to devote itself to sheep-raising for wool to be manufactured within its borders. The great drawback upon such an industry is undoubtedly the menace of worthless

dogs. Such advertisements as that quoted ought to have the effect of directing public attention to the opportunities in the South for the manufacture of wool and lead to legislation that will remove one of the chief obstacles to the growth of a remunerative industry.

Common Sense Prevailed.

The South is to be congratulated upon the promptness of the settlement of the contention between the Alabama coal operators and their employees. It is hardly a time for unnecessary friction between Southern capital and Southern labor in any field, and especially in the

field of coal and iron, upon which so much of Southern progress depends. The conferences in Alabama ended satisfactorily because they were dominated by candor and common sense of employer and employee. These traits have usually been pronounced in Southern industry. They should be encouraged, and both labor and capital should set their faces promptly against efforts from the outside to induce enmity. Such efforts may generally be attributed to the desire on the part of outside influences to profit at the expense of the section which, left to work out its own salvation, must lead in American industry.

HOBOKEN'S FIRE AND COTTON BALING.

The awful Hoboken fire, with its frightful destruction of life and property, due to a lighted match carelessly dropped near a pile of cotton, has called forth from every direction the bitterest denunciation of our present system of cotton handling. With the intensity of feeling aroused and the determined stand taken by the leading papers of the country, even to the point of advising people not to go abroad on steamers carrying cotton as now packed, it may be accepted that a radical change in cotton compressing and covering will be forced into universal adoption by the public outcry against the present system. As stated in the Manufacturers' Record last week, such papers as the New York Sun and the Philadelphia Record promptly demanded that improved methods should be adopted, and following them came the New York Tribune, the Journal of Commerce, the Commercial, the Dry Goods Economist and many others.

Commenting on this fire the New York Journal of Commerce, referring to an interview with Percy Chubb, a well-known marine underwriter, said:

"Mr. Chubb refers to the condition in which cotton in this country is baled. Loosely sacked, covered with lint, and with tufts of the contents sticking out through rents in the quite inadequate bagging, 'it is really as hazardous,' says Mr. Chubb, 'as though a pile of gunpowder were placed on the pier with men addicted to smoking constantly passing or repassing it.' In commenting on this fire the Philadelphia Press recalls that in ten years ending with 1891 'there were 171 fires in cotton-laden ships from America to British ports. * * * In the supply of cotton from India to England during the nine years up to 1887 there had been only four fires in ships with cotton cargoes, and in the next five years there was not another such fire.' The superiority of the baling of Indian and Egyptian cotton to the baling of American cotton has been often commented on, but the cotton trade in this country is almost absolutely apathetic; the cotton-growers actually have an idea that the dirt and water that get into the cotton are sold for the price of cotton, and the underwriters have shown very little interest in the reform. The Egyptian and Indian bales are so closely covered and so securely fastened that there is little chance for flame to catch on them, while Mr. Chubb compares the American bale with a barrel of gunpowder."

The New York Sun, editorially discussing the matter, said: "Piers can be made non-inflammable, but the merchandise put on them cannot be. But much will be done in that direction by making cotton bales round instead of square. The financial investments in the old-fashioned square bale are so immense that the newcomer makes slow progress in commercial

use, but the round bale is so much better protected against fire that it must eventually crowd the other out." And the Philadelphia Record, after saying "there is no one article, not even petroleum, sent from this country overseas that carries with it so much liability to take fire as cotton packed in the ordinary manner. In tanks petroleum may be isolated from all danger, but ordinary cotton bales cannot be loaded compactly enough to remove the possibility of fire through carelessness, friction or spontaneous combustion"—urged that "if marine underwriters and steamship companies shall be so blind to their own interests as not to compel the adoption" of improved baling, that "then every intending passenger should refuse to take passage on a ship carrying the staple." Again referring to the same subject a week later, and contrasting in detail the inflammability of the square bale and the non-inflammability of the round bale as based on official reports of underwriters, the same paper adds:

"Since the danger to be apprehended from fire in loosely-baled cotton is so extreme and the remedy so easy the law should step in without delay and absolutely forbid the shipping of the staple unless compressed to a standard degree of compactness. The objection that the result of such a requirement would be the entailment of expense to shippers and the enrichment of the different companies owning patents for cotton compression should have no more weight than would an objection to the enforcement of boiler inspection with fixed standard of pressure and compulsory safety-valves. There is no question connected with transportation and navigation more fittingly a subject of federal attention."

The Record makes one serious mistake here in its supposition that the adoption of the new system would entail "expense to shippers." On the contrary, it would lessen the expense to the farmers, to the railroads and to ships, but so great has been the power of vested capital in old compresses and bagging and the combinations, and so great the profits to these and kindred interests, that they have bitterly fought this innovation, and in every way possible sought to arouse antagonism to it, and even to secure legislation against it.

The Dry Goods Economist, under the head "The Cotton Torch," adds to the discussion as follows:

"The absolute necessity of entirely abandoning the old-fashioned, dangerous method of baling cotton, as practiced in the United States, has again been illustrated by the appalling catastrophe at Hoboken last Saturday, by which three ocean steamers were totally wrecked, another magnificent transatlantic liner damaged, four piers and a great storehouse, together with quantities of merchandise, destroyed, and, what is still more

to be deplored, over 200 lives lost. The testimony of those survivors who were eye-witnesses of the breaking out of the fire shows that this tremendous conflagration, the property loss occasioned by which is estimated at from \$6,000,000 to \$10,000,000, originated in a bale of cotton lying on one of the piers.

"The manner in which American cotton is put up has for years been one of the chief sources of loss and anxiety to shipowners and marine insurance companies. Loosely compressed and wrapped in coarse bagging, from which the fleecy inflammable fiber hangs in large tufts, a prey to any roving spark, the American bale has for years been everywhere condemned as a menace to life and property, whether piled up on wharf or in warehouse or jammed by powerful screws into the hold of a steamer, and strong efforts have been made to remedy the evil. Comparisons both by pen and camera have been presented of our American bales with those of India and Egypt, these latter compressed to such a degree of hardness that they cannot take fire, packed in tightly-woven bagging and without a strand of loose fiber appearing. Of recent years better methods of baling have been adopted in the United States, but, unfortunately, to only a partial extent. The old-fashioned, dangerous, wasteful bale can still be seen in any port from which cotton is shipped.

"Now that a practical and satisfactory way of baling has been discovered and partially adopted, the old method should be entirely abandoned. Old-fashioned bales should be classed as an extra hazardous risk, and should not be transported either by railroads or steamboats at anything near the cost of ordinary merchandise. They should be classed with gunpowder and other explosives, and, if necessary, their transportation should be regulated by Congress."

The New York Commercial is even more vigorous, and in a long editorial hits straight from the shoulder in the following style:

"It is the firm belief of the cotton trade, of insurance men, of fire officials and of every intelligent person who has given the matter any investigation or thought, that the destruction of the North German Lloyd property at Hoboken last Saturday would have been impossible had the cotton on the piers been packed in the modern round-lap bales instead of by the old-fashioned, wasteful and dangerous method that has prevailed for a hundred years and more. The promoters of the round bale could have asked for no better argument in its favor; the cotton-growers of the country and every property-owner affected by the handling of cotton are blind to their own interests if they fail now to learn the lesson of this disaster.

"The Hoboken fire was caused, it is now reasonably established, by the careless throwing away of a lighted match that landed on an old-fashioned bale of cotton. It was seen by a dozen or more persons when it was no bigger than a man's hat, but the whole pier was a sheet of flame almost before the earliest spectator of the little blaze could speak of it or raise an alarm. The old-fashioned square cotton bale, with its ragged jute covering and loosely-protruding, flame-inviting lint, is alone responsible for the destruction that followed. Human ingenuity could hardly have devised a better medium for the spreading of a fire. Its record of destruction disclosed millions upon millions in loss long before the Hoboken fire, but a narrow self-interest and prejudice continue to obstruct the universal use of the round bale.

"Tests by insurance men have proved, first, that lighted matches thrown on the

round, burlap-covered bales in a high wind will burn themselves completely out without igniting the bundle; second, that lighted pine knots or torches placed on the round bales are harmless beyond slightly blackening the burlap; third, that a shovelful of live coals thrown on these bales will die out into mere cinders and blow away without raising the slightest blaze. The nature of the covering, the manner of its use and the firm packing of the cotton successfully resist fires in their incipient forms. The old square bale is a veritable tinder-box.

"There is no earthly reason why it should longer menace life and property. It carries about twenty-two and one-half pounds of cotton to the cubic foot; the round bale carries thirty-five pounds; its use enforces upon the grower an unnecessary expense in packing, handling and freight of from \$3.75 to \$4.50 on every 500 pounds of cotton—nearly one cent per pound; it must pay nearly 50 per cent. more in insurance than the round bale. Why, then, should the cotton trade and the public put up with the nuisance any longer? Why should they suffer the continuance of a system that is antiquated, costly and destructive? The round bale is making rapid progress on its own intrinsic merits, but it has the greedy compress combine and the prejudice of a hundred-year-old system to fight.

"In the light of this Hoboken fire it would appear that the time is ripe for legislation in the various States to suppress the death-dealing, property-destroying square cotton bale."

How long must the South's great staple, its pride and glory, be the subject of such criticisms as these? How many millions, yea, hundreds of millions of dollars, has our barbarous system of cotton packing and handling cost the South? Are we forever to be outclassed in the packing of our great staple by Egypt and India? The round bale, so vigorously commended by these leading papers because its use would have made impossible such a fire as that at Hoboken, has forced some improvement in old methods, but as yet only a very small part of the crop is handled in any better way than forty or fifty years ago. If the round bale had in its favor nothing but the fire-resisting qualities that have been proven by the test of underwriters, the time would have come for travelers, who risk their lives on steamers carrying cotton as cargo, to refuse, as the Philadelphia Record puts it, to travel on any steamer that accepts as cargo cotton packed in any other way. Of course, the round bale must stand or fall on its merits alone, and if that is not the final bale, let us find what is to be the final one, and find it at once. But so far as the Manufacturers' Record can learn, this bale has met every need. The cotton-planters of the South are going to have their cotton handled to better advantage, with less wastage and less stealage, and with better covering and less compress charges than under the old system, and they are totally and justly indifferent as to whether this means a destruction of the square-bale system and the success of the round bale, or whether it means the destruction of both and the invention of something altogether new. But they do know that the old square bale as now handled is doomed, for they are fast realizing that the round bale is at present their best friend against compress charges and tie trusts and bagging trusts and "street buyers" trusts, and, having made a start towards better baling, they propose to succeed, without regard to the opposition of vested interests.

The Manufacturers' Record has for fifteen years unceasingly contended for improved baling, and the Hoboken fire, call-

ing forth, as it has done, the newspaper comments as quoted, emphasizes the absolute correctness of everything that we have ever said on that subject. As a result of this terrible fire the cotton-planters will now have the active aid of the insurance and steamship people, of the newspapers of the country and of travelers to Europe in their effort to secure a better system of cotton baling.

OUTLOOK FROM CHICAGO.

Confidence of Manufacturers in Southern Fall Trade.

[Special Cor. Manufacturers' Record.]
Chicago, Ill., July 9.

It is gratifying to note the confidence with which Chicago manufacturers speak of the outlook for their fall trade in the South. They no longer confine their estimates to the cotton crop, but simply compare it with the industrial influences, as the two are now known to govern the business situation. The demand has been very good for factory and mill supplies, with inquiries numerous for estimates on water-works and ice and refrigerating plants. Local manufacturers in the latter line have done an excellent business in the South so far this season, and yet consider the demand only in its infancy. The additions which are being made for increased capacity of water-works and lighting plants, with those to be made in the near future, bring many inquiries to this market for machinery and miscellaneous supplies, which is making the Southern demand still more valuable to Western firms.

A Chicago firm that is well prepared to take care of a large patronage in the way of ironworking machinery, and one which may probably increase its efforts this year in securing a larger share of Southern trade, is that of the Marshall & Huschart Machinery Co. It requires some special inducements to convince manufacturers who have not been in the habit of cultivating their interests in the Southern field during the past few years of its great industrial advancement that vast business opportunities await their efforts when properly extended into that territory, as numerous large Western manufacturers are now discovering through practical and profitable experience. The firm mentioned has ample facilities for meeting almost every requirement of machinists, railroad and repair shops, and the volume of inquiries which it has been receiving from the Southern States is serving as satisfactory evidence of the growing demand for machine tools. It only requires that the importance which attaches to the actual demand in the South for machinery of all kinds be brought forcibly to their attention to convince Western manufacturers of the great value of that market.

In a similar connection I am confirmed in my statements by the successful experience of the Chicago Belting Co., which has been having a profitable business in the South in the belting line for several years past, until it now has a prosperous trade extending into every Southern State. The South is one of the brightest spots in its entire territory, and the management feels explicit confidence in its future trade relations with that section of the country. It has had a most satisfactory business this year, the sales for the month of June largely surpassing those of the same month for several years back. The stockholders of the company recently voted to double their capital stock, and now have in their comparatively new quarters one of the handsomest business places on Canal street.

A successful Chicago firm doing a profitable business in the South is that of James McCrear & Co., manufacturers of

Climax steam-joint clamps, Parker pump valve stems and Roberts boring machines. Among recent orders for the Climax steam-joint clamp was one from the Charleston (S. C.) Gas & Electric Co., Lyle Ice & Trading Co., Bradentown, Fla., and the Galveston (Texas) Brewing Co. Messrs. McCrear & Co. have established a wide reputation among users of steam specialties for producing reliable goods, and now has its products in extensive use throughout the South.

W. H. Lahman, 23 South Canal street, Chicago, is the manufacturer of the Lahman-Kirkwood shaking and dumping grate bar, which he purposes to introduce among Southern boiler users. His grate system was adopted by the Union City (Tenn.) water-works and electric-light plant about two years ago, and last year by the Johnson City (Tenn.) water-works, the latter having recently placed a second order with Mr. Lahman.

One of Chicago's oldest and best-known firms, which has been receiving a good share of Southern trade during the past several years, is now reaching out for a much larger patronage, and anticipates a considerable increase in the volume of its business in the South this year. The firm referred to, Fairbanks, Morse & Co., is a manufacturer of gas and gasoline engines, factory and mill supplies, etc. They are producers of a very complete gasoline, gas and distillate engine system, including engines from one and one-half to fifty-four horse-power for general power purposes, grain elevators, milling and electric lighting, engines combined with pumps, air compressors and hoisting machinery. The house also secures a good business from Southern railroads for track equipment and materials, and supplies a large demand for mining, milling and pumping machinery, boilers, engines, dynamos, windmills, etc. They have a number of traveling men in the Southern field, and devote strict attention to business inquiries coming from that territory. The firm's name is the same used for many years, and has been connected with none of the trade combinations. It transacts business on its own principles, and sells its goods on their merits.

Chicago is a leading market for pneumatic tools, which are working their way into Southern machine shops. The Standard Pneumatic Tool Co. is filling orders for the Newport News Dry-Dock & Shipbuilding Co., the Richmond Locomotive Works and the Norfolk navy-yards. The company has also been supplying a number of Southern railroad shops with its pneumatic hammers, drills, riveters and other pneumatic tools and appliances, and anticipates a profitable increase in its sales in the South during the year. Mr. E. N. Hurley, president of the company, sailed today for Europe in connection with its large export business.

An example of what the South is worth to Western manufacturers as a market for belting and mill supplies, the Maloney-Bennett Belting Co. of Chicago is getting almost the larger bulk of its business from that territory. The company has recently taken a five-story building on Canal street, made necessary by its increasing trade. It has men who travel regularly in the Southern States. Mr. Maloney, vice-president, is now on an extended business trip, having already made the Southwest territory, including Arkansas, Texas and Louisiana. He recently secured an unusually large order for belting—a complete equipment for the Sawyer-Austin Lumber Co.'s saw-mills at Pine Bluff, Ark. The company has just made, among numerous others, a shipment of belting to the Atlantic Oil & Refining Co. at Camden, S. C. The new

factory and salesroom of the company measure 50x200 feet, the basement and three upper floors being devoted to the manufacture of leather belting, rendering its facilities first-class for supplying its large growing trade. H.

IRON AT BIRMINGHAM.

The Market a Waiting One for the Present.

[Special Cor. Manufacturers' Record.]
Birmingham, Ala., July 10.

It is very hard to say anything of the market that is interesting. It continues to be a waiting one, without a ripple of excitement about it. The orders are all for medium and small-size lots, with large interests holding off and perfectly indifferent so far concerning prices or condition of market. There were some sales at \$15 for No. 2 foundry, and from that down to \$14. There are reports of sales at even less prices, but your correspondent could not confirm them. The sales at inside prices are kept as secret as possible, and no admission of them can be drawn from the parties in interest.

The difference in prices between grades has lessened until it has reached 50 cents to 75 cents. Among sellers there is, as a rule, an abiding faith that a reaction is due in the near future, and they are content to wait for it rather than force sales.

There is one bad feature in the market that should not go without mention. When the market was an advancing one and the furnaces were free sellers, they took care of their contracts and lived up to them, and in nearly all cases at figures below the current values. When the boot came to be on the other leg the buyers in many cases made many pretexts to defer deliveries, and in not unfrequent cases to refuse them altogether. The result has been a constant accumulation of iron in the furnace-yards, much of which will land in the hands of the furnace men, because of difficulties put in the way of delivery by buyers. It is a serious evil, and it seems strange that a commercial transaction in iron should not be subject to the same commercial rules of fair dealing as any other commercial article. There is much complaint concerning this.

The export trade is fair. The orders are not free, from the simple fact that when one offers the iron he must be certain of his transportation, and that just now is offered in only limited quantities. The prospect for an increase in it is improving, and if room for transportation was only available this trade would largely increase.

The miners in coal and the operators came to terms last week, and a scale of wages was agreed upon for the ensuing year. Practically it was what has prevailed, and what was predicted in these letters. This agreement fixes the scale for a year and regulates the labor question for that period. Enterprises contemplated can be now pushed to completion without interferences on that score.

The Semet-Solvay by-product plant at Ensley City has made the preliminary arrangements for doubling the capacity of its plant, and will erect at once 120 new ovens, which involves an expenditure approximating \$500,000.

The Bessemer furnaces, as well as others, which were banked pending an agreement with the coal miners, will resume operations this week, and affairs will be in their normal condition.

J. M. K.

Eastern Iron Markets.

[Special Cor. Manufacturers' Record.]
Philadelphia, Pa., July 11.

The entire market is patiently awaiting the time when the markets will reach

rock bottom. The belief has been growing recently that a very large volume of business will be placed soon after the iron and steel-consuming public is satisfied that bottom has been reached. The rumor of \$22 for billets at Pittsburg has encouraged the hope that we are close to the turning-point. The trade read with much interest of the informal conferences in New York last week, and hoped that something definite would grow out of them, but if so the public does not know of it. One schedule, the sheet-workers', is fixed, and the others will be in a few days.

Very little business is being done or sought after. Stocks in all consumers' yards in the territory surrounded by this market are light, but when makers go around to talk over fall orders they meet with no encouragement. All admit that prices will soon get to their lowest. Everything is shut down for the present, but the inquiries that have been received since July 1 show that buyers are all ready to buy. The outlook has improved a little.

Pig-iron exporters claim that large exports of iron and steel to Germany are in contemplation, but particulars are hard to get at.

Bar iron has weakened to 1.40, and contracts are in the way of being placed at this figure.

Boiler-plate and tank-steel orders were offered yesterday at \$2 below bottom prices.

Merchant-steel people expect to have things easier as soon as the crucible steel combination gets into good running order.

Our correspondence with New England consumers points to a good demand as soon as business starts up.

The structural-steel interests are at present figuring on a large amount of work, which will be placed probably before the close of this month.

The steel-rail makers are slow to let loose of a good thing. Their large orders at \$35 allow an enormous profit. It is impossible to obtain an expression as to what is likely to be done from any of the officials, but the impression is that with Bessemer and billets coming down, steel rails will have to do the same.

Scrap dealers are accumulating or getting control of all the scrap they can where sellers will take the prices they are offering.

Minerals Near Paducah.

[Special Cor. Manufacturers' Record.]
Paducah, Ky., June 28.

Every day brings additional proof of the mineral wealth of that portion of Kentucky just to the east of Paducah. Fluor-spar in workable quantities, lead and zinc mines, excellent coking coal and large deposits of iron ore are all found within fifty miles of the city of Paducah. To these may also be added fire-clay and potters' clay.

The lead, zinc and fluor-spar field is found in the counties of Livingston and Crittenden, Kentucky, and Hardin, Illinois. The mineral-bearing rock is found in vertical veins of from five to twenty-five feet in thickness, and the "pay dirt" begins at the very surface. Average assays of the rock show 40 per cent. zinc, 25 per cent. lead and 34 per cent. fluor-spar. Thus far no zinc has been shipped from this district, though fluor-spar has been mined in large quantities for several years. At least half a dozen companies are, however, putting in machinery for developing the ores, and one, the Eagle Fluor-Spar Co., will within thirty days commence crushing and separating ore. The mineral-bearing rock of this district being entirely different from that of the Joplin district, new and different machin-

ery is required. It is hoped with the new machinery to develop the fluor-spar, zinc and lead at the same time, and thus all the material mined will be utilized.

The little town of Salem, Ky., thirty miles from Paducah, is the center of this recent development, though the new mineral field covers three large counties.

The Paducah Coal & Mining Co. has several thousand acres of coal lands about forty miles from this city on the Ohio river. Its coal makes an excellent furnace coke, and can be laid down in this city at a very low cost. This company has just increased its capital stock to \$300,000.

The rich limonite iron-ore fields of Western Tennessee and Western Kentucky come to within twenty miles of this city. The iron ore that is tributary to this city is practically inexhaustible, and the Cumberland and Tennessee rivers insure cheap transportation.

I have called attention before in these columns to the fact that Paducah is the only point where iron can be made and shipped to all parts of the world, and not a pound of the raw materials or of the manufactured product touch a railroad or be towed up stream. The coking coal comes down the Ohio and the iron ore and the limestone down the Cumberland and the Tennessee, while the Mississippi will deliver the iron at New Orleans for export.

NEW BERN'S ADVANTAGES.

A Flourishing City in Eastern North Carolina.

[Special Cor. Manufacturers' Record.]
New Bern, N. C., June 22.

New Bern is situated in a triangle formed by the junction of the Neuse and Trent rivers, and has direct communication not only with the Atlantic ocean, but all portions of the State by water and rail, and with every portion of the country via the Wilmington, New Bern & Norfolk Railroad, extending from this city to Wilmington, where it connects with the ocean via the Cape Fear river and the Atlantic Coast Line and Seaboard Air Line Railway system, and the Atlantic & North Carolina, which extends from Morehead City via New Bern and Goldsboro, where it connects with the Coast Line and Southern system. A line of steamers connects with the Norfolk & Southern Railroad to Elizabeth City, on the Pasquotank river, and via that road with the Pennsylvania, Norfolk & Western, Southern and Chesapeake & Ohio systems of railways at Norfolk, and numerous American and European steamship lines, and is exceptionally well provided with the means of cheap and quick communication.

New Bern is the seat of Craven county, and has a population of 10,000 souls. It is a leading market in the State for supplies of fish of every palatable variety, oysters, clams, terrapin, etc. No less than eighty varieties of salt-water and freshwater fish are taken from neighboring waters, and supplemented by nineteen varieties of oysters and an attractive assortment of clams, crabs, scallops, mussels and terrapins. Seventy-five thousand packages of fish, packed in ice, go out from New Bern every year. Fully 2000 persons are employed, and a great number of nets, boats, seines and vessels.

No agricultural districts in the United States are worked with more intelligence and profitable outcome than the truck farms around New Bern. Four thousand acres at least are in the highest state of cultivation, with a diversity of products which covers the entire range of the seedman's catalogue. Most truckers produce four different crops from the same acreage every year, aggregating in a good

year \$200 to the acre. Cabbage and kale are shipped all winter. Lettuce and radishes go out in February, asparagus in March, and the rest follow. The total annual shipments reach a quarter of a million in packages, of which perhaps 100,000 are Irish potatoes, which are dug early in June.

Fruit-culture is destined to become a lucrative industry of this section, because fruits, grapes, berries and vegetables mature earlier in North Carolina than they do in New Jersey and Delaware, and with railroad extension in this direction can be marketed before the others are half-grown.

Health and pleasure seekers will find hunting and fishing excellent here, and the climate is so mild and the air so invigorating that debilitated and weak persons would speedily improve and eventually be restored to health and strength. It is an ideal field for the gunner, angler and yachtsman. There are hotels, but what is needed is a house constructed with especial reference to the requirements of people who are in search of health resort near the coast.

New Bern and surrounding country contain a large number of laborers, both male and female, who are continually looking for something which will better their financial condition. Persons contemplating the establishment of any manufacturing enterprise would, it is believed, have no difficulty in securing all the white labor needed to carry on the work. The high degree of humidity makes this section favorable for such enterprises as the weaving of cotton cloths without the use of humidifiers.

New Bern has free mail delivery, superior water-works and sewerage, electric-light and gas plants, fine graded schools, excellent fire department, good telephone service, a handsome public building and county courthouse, churches of all denominations; in fact, all the conveniences essential to the happiness and comfort of a people. There is no cotton manufacturing here except a small knitting mill, that has to buy its yarn elsewhere, yet it is paying large dividends. New Bern business men are anxious for a cotton factory. At this time a cotton mill of \$100,000 capital has been started on the co-operative plan that in a short time will be in the course of construction; \$50,000 of preferred stock has been authorized, and is being taken up by local investors. Living expenses and house rent being unusually low here, labor is, in consequence, satisfied with small wages, and such things as "strikes" and "labor organizations" are unknown.

There are three solid, well-managed banks in New Bern, with a combined paid-up capital of \$225,000 and surplus and undivided profits aggregating \$150,000. These banks are liberal, and have plenty surplus cash, and every accommodation consistent with sound banking can be secured by manufacturers at a low rate of interest.

New Bern has an excellent system of free graded schools. In the white school there are eleven teachers and a superintendent.

Among the manufacturing plants of the city are lumber and planing mills, factories for working lumber into specialties, iron works and machine shops, fertilizer factories, knitting mills, packing-houses, carriage works, marble and building-stone works, ice plant, cotton gins, brick plants, cottonseed-oil mill, bottling works, canning factory, basket and barrel factory.

Thirteen saw-mills are now running in the neighborhood, whose joint output of dressed and undressed lumber reaches 70,000,000 feet per year. Some of these mills have a capacity of 40,000 feet per

day. They have drying kilns and planing mills attached to them, and use all the latest mechanical improvements. Adding several saw-mills a little distance from town, the annual shipments must reach 100,000,000 feet. Large tracts of proximate timber of all sorts peculiar to the soil remain uncut and available. These include no less than eighty varieties of furniture and other economic woods, of which rough and polished samples are shown at the New Bern Fair.

Raw material exists here in abundance. The supply of timber is adequate to meet the requirements of a dozen woodworking factories, and agricultural lands, rivers and sounds may be relied upon to furnish canning factories with vegetables and fruits and fish and oysters sufficient to keep them running on full time.

A furniture factory could, it is believed, be operated here with profit, as also a wood pulp and paper mill, starch factory and agricultural-implement works. Factory sites are cheap, taxation low, labor abundant and cheap, and shipping facilities all that can reasonably be desired.

The enterprise, energy and public spirit of its citizens and business men of influence are factors that may be relied upon for commercial progress and general prosperity.

Advantages of Bristol.

Editor Manufacturers' Record:

In your issue of June 7 you request information upon or discussion of the problem, "For the development of what lines of industry does the South offer the best opportunities?" It is hard to write of the many advantages of Bristol, Tenn., for fear that the investor or the seeker for a new location may think that Bristol claims too much.

Our Board of Trade has made it a rule never to invite or urge a party seeking a new location to come to Bristol if the field for his particular business is full. For instance, we have four wholesale groceries, two wholesale fruit and two wholesale hardware dealers, and we think these lines are full. We have the average number of retail groceries, and therefore we do not encourage anything in that line. We have one wholesale dry goods house, one boots and shoes, one selling hats and caps, one dealing in drugs and one in china and glassware, yet there is room for one more in each of these lines. There is also a fine opening here for a wholesale notion and a wholesale clothing house. The retail business in dry goods, clothing, drugs, millinery, boots and shoes is comfortably provided for. There are three good banks, enough for the present. We need another good hotel.

We can take care of all kinds of wood-working industries. White glass sand is found in unlimited quantity within ten or fifteen miles on our railways, and as large alkali works are only thirty miles from us, and the best and purest of coal only sixty-five miles away, thereby supplying cheap soda-ash and cheap fuel, glass factories would find this an ideal location.

The marble of this section is quite abundant, and is mostly of the red variegated variety, but strata of the gray, pink and blue usually accompany the red, and some beautiful black marble is also found here. The ledges of marble are usually from 200 to 400 feet in width, and assay from 96 to 99 per cent. pure carbonate of lime. It is used not only for building stone, but for furniture, tombstones, fluxing, etc. Many large deposits only await capital for their development.

In this section recently immense deposits of zinc and lead have been discovered. Shipments have been made to the smelters and satisfactory results obtained both

as to lead and zinc. We have the "Jack," "Rosin Jack" and "Black Jack" carbonates and silicates of zinc assaying from 40 to 60 per cent. Energy and capital can do wonders in this line. Baryta is also very abundant in some localities, and, in fact, there is hardly any mineral which cannot be found in our mountains and ridges.

Then as to agriculture, this soil produces in rich abundance and of excellent quality all the fruits, vegetables and cereals of the temperate zone. The blue grasses of this section furnish for home use and for shipment thousands of head annually of fat beef cattle, and also of sheep and spring lambs. An abattoir located here would pay handsomely. Our large tannery would take the hides, and, in fact, all of the by-products could be disposed of here at a good price.

Sixty-five miles north of Bristol immense coal mines and vast coke-oven plants are in operation, insuring us the best and cheapest of fuels.

Five railways terminate in Bristol, three of them trunk lines with connections north, south, east and west, making them all competitive with each other, and thus insuring low freight rates for all raw material, as well as for the distribution of the manufactured products, and giving Bristol advantages for cheap transportation.

Cheap labor is plentiful. The industries located and in operation here have added largely to our labor element, and while work is provided the men, it gives us a surplus of women, girls and boys, for whom no light labor is provided, thus, with our other advantages, making Bristol an excellent location for woolen, cotton and knitting mills.

One or more brick manufactories would pay from the start. There is plenty of brick clay within five miles on railways, and buildings now under construction are delayed for lack of brick. More dwellings and storerooms are needed at once. So that there is a fine opening in this line. Building lots can be had at reasonable figures. There is probably no point in the South where the country produces such good living and so cheaply. The altitude, 1700 feet, gives a most delightful and healthy climate. Epidemics are unknown. We escape the rigid winters of the North, and yet our elevation insures us cool nights even in summer.

Thousands come to this section every year from the North and South to escape from the heat of summer, and many others who are troubled with weak lungs come through the late winter and early spring for the beneficial effect of this climate. The average annual temperature is 63; highest, 89; lowest, 4.

This is a law-abiding community; it is a moral community, with churches, colleges and public graded schools. The United States census just taken will show that we have nearly 12,000 inhabitants. Bristol has just about doubled its population since 1890, and the population is about 88 per cent. white. A very large element of Northern people has come in and settled here, and is actively engaged in business.

J. B. PETERS.

Bristol, Tenn.

It is claimed in Texas that the Carnegie interests have purchased extensive Bessemer ore properties at Llano, in that State. If this be true, the purchase must have been made as an investment for the future or else with a view to building iron and steel works at that point, as the distance is too great to justify the shipment of ore to the East. That Bessemer ore of exceptional purity and in great quantity is found at Llano is well known, and some day it will furnish the basis for a large iron industry.

RAILROADS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

OPENED TO JACKSON.

Potentialities of the Gulf & Ship Island Railroad.

[Special Cor. Manufacturers' Record.]
Jackson, Miss., July 9.

Thursday, July 5, marked an epoch in the history of Greater Jackson, and that was when quietly, and without ostentation, the first freight train on the Gulf & Ship Island Railroad pulled into this city.

The train was loaded with pine lumber, the chief product of the great section of Southeast Mississippi, which is now opened clear to the sea, and is the precursor of many more. One train a day both ways is now running on this railroad, and as soon as the track is ballasted up in proper shape, which will be in about two weeks, a regular passenger schedule will be made.

The opening of this railroad means a great deal to Mississippi. It will put on her tax rolls hundreds of thousands of acres of fine land which heretofore, on account of inaccessibility, have been reckoned comparatively valueless. It has already caused lively, vigorous little towns to spring up along its 125 miles of roadway, and thus more prosperity has been caused. Mills to cut the lumber and planing establishments to finish it are all along the line. Jackson has captured two of them. In this way thousands of men have secured employment at good wages, and not alone is Southeast Mississippi sharing the benefits.

It has been frequently predicted that as soon as the pine timber is used up the country will not amount to anything, but a more serious error cannot be imagined. It is ideal land for stock farming, being high, dry and well watered, and carpeted with the most succulent of native grasses. The soil admits of diversified farming; in fact, it is against cotton, and encourages the planting of other crops. It is in a latitude where truck-growers can come right into the markets within two weeks of the Florida vegetables and fruits, and with the Gulf & Ship Island road direct connection is made with the Northern markets via Illinois Central at Jackson, so the question of quick transportation has been solved. The soil in that section is identical with the peach and pear-raising section of Southwest Georgia. It lends itself especially to strawberries and small fruits, and can be made to yield great returns.

There is another question involved in the opening of the new railroad, that of a deep-water harbor on the Mississippi coast, and the upbuilding of a large city there. It has been the cherished dream of Mississippi since 1840, and the State has made appropriations time and again to build a railroad which would give an outlet to deep water on our coast, but the project has until recently failed. Now at Gulfport, which is a thriving town of some 2000 inhabitants, it looks as though the long-deferred hope of our people will be realized. It is the southern terminus of the Gulf & Ship Island Railroad, and has excellent harbor facilities. The government only recently made a large appropriation for dredging a channel from the piers to Ship Island harbor, and the work is progressing in a manner most satisfactory.

In addition to the opening of the Gulf & Ship Island Railroad, the welcome news comes that the promoters of the Mobile, Jackson & Kansas City Railroad, a projected trunk line, have secured the money to complete the road from Merrill,

about sixty miles northwest of Mobile, in Mississippi, and work has again actively commenced upon it. The section which will be opened by this road is in every way as important as that which the Gulf & Ship Island opens, and with these two new roads entering this city there is no doubt that a great era of prosperity, not only for Jackson, but the entire central and southern part of the State, will be inaugurated.

The Merchants' Association of Jackson has been formed to push Jackson forward. Sixty of the most substantial merchants in the city are in it, and say they are going to make a modern city of Jackson. The secretary is C. A. Fransioli, State street.

A Rule of Limited Tickets.

The Supreme Court of Georgia, in sustaining an appeal of the defendant from the Griffin city court in the case of J. M. Watson vs. The Southern Railway Co., set forth some important principles regarding the sale of tickets to railway passengers of more than general interest, as follows:

"Under ordinary circumstances, when a plain ticket is issued without conditions or limitations to a prospective passenger, that ticket can be made nothing but a receipt or token, and only shows that the person holding it is entitled to be transported between certain named points, and it cannot be questioned that the holder of it may use it at his pleasure within the statutory period for the enforcement of a contract. This right, however, is not without its burdens. If the ticket be lost or stolen, it can as well be used by another as by the one who purchased it. It cannot, from any fair view, we think, be considered unreasonable that the carrier may provide a method by which, if a railroad ticket is lost, or if, for some unforeseen cause, the purchaser is unable to use it within the time limit, if it be limited, that it may be redeemed, or, if the purchaser travels only a part of the distance to which the ticket entitles him to go, that the part remaining unused may be redeemed. Certainly such regulations provide a protection to bona fide passengers, and as to them and to the public there can be nothing unreasonable in such regulations. On the other hand, it is but reasonable that the carrier may prescribe a rule by which he may know how many persons are to travel on a particular train during a given day or time. It is not unreasonable for the carrier to confine the passage contracted for to the person to whom it has contracted to carry, and it is nothing more than reasonable that the carrier should have an opportunity to receive from all persons who have occasion to travel over its lines the compensation which the law allowed it to charge, and inasmuch as it is able with the limitation of time, taken in connection with the obligation of the carrier, to make a redemption of unused or partly unused tickets when so limited, it is reasonable—not only reasonable, but just; just not only to the carrier, but to the passenger as well. And such a regulation being, as we have attempted to show, within the limit of the power of the carrier to prescribe, and reasonable, there seems to exist no reason why the rule which was in force and promulgated at the time defendant in error purchased his ticket for passage, should not be maintained.

"It follows from what has been said that the defendant in error, by reason of the rule adopted by the carrier for the transportation of passengers, was not entitled to use the ticket which had been issued to him after the expiration of the time limit placed upon it. He should have paid his fare and caused the ticket

to be redeemed. As he failed to do so, but insisted on his right to use the ticket for passage, no right of action accrued to him to recover damages for his expulsion from the train in the manner in which it was shown to have been done by the evidence in the case."

The Contract Let.

The Mobile, Jackson & Kansas City Railroad Co., it is stated on good authority, has let a contract to Messrs. C. D. Smith & Co. of Birmingham, Ala., for the extension of the line from the present terminus to Jackson, Miss. The road is in operation between Mobile and Merrill, a distance of fifty miles. The extension would be 125 miles in length, and will carry out the plan originally intended by the company.

With the extension of the Mobile, Jackson & Kansas City road to Jackson this city becomes one of the most important railroad centers in the South. The Gulf & Ship Island Railroad Co. has completed a line to it, which will be in operation in the near future. In addition it is reached by the main line of the Illinois Central, also by its Yazoo & Mississippi Valley division, and by the Cincinnati, New Orleans & Texas Pacific.

Model Railroad Depots.

The Central of Georgia Railway Co. has made a number of extensive improvements to its system since the road was reorganized. One of the notable features of the policy which has been carried out by President Egan and his associates is the construction of new depots where needed. Two of these buildings are at Americus and Forsyth, Ga., and are models of their kind in every respect. They are of material secured in the South, built by Southern contractors, and the plans prepared by Southern architects. Both of the structures are very attractive from an artistic standpoint. They are built of brick and stone, and contain the usual apartments for travelers, in addition to offices for the local railway officials. They form excellent advertisements of the enterprise of this company.

Work in West Virginia.

Rapid progress is being made on the Greenbrier division of the Chesapeake & Ohio system, which is to extend along the valley of this name in West Virginia, connecting the Chesapeake & Ohio with an extension of the West Virginia Central & Pittsburgh Railroad, also under construction. The Greenbrier Valley Railroad will be about ninety-six miles in length, and twenty-six miles have been completed, while seventy miles are being graded. The connection is made with what is known as the Coal & Iron Railroad, to extend from Elkins, on the West Virginia Central & Pittsburgh, to the Greenbrier river, where the junction referred to is formed. It is also being constructed as rapidly as possible, and will probably be completed during the present year.

New West Virginia Road.

It is announced that bids are now being received for the construction of the Pittsburgh, Connellsville & Wheeling Railroad, being promoted by a New York and Pennsylvania syndicate. The line will extend from Millsboro to Wheeling, a distance of sixty-four miles. The route is by way of Waynesburg, Pa. The engineer of the company, it is stated, is now receiving bids for construction work, and it is calculated to have all contracts let within the next few weeks. The road will be laid with 85-pound steel rails and heavily ballasted. Francis H. Kimball of New York is president; Charles A. Weaver, vice-

president; James L. Hamar, treasurer, and Charles O. Brown, engineer of the company.

Texas & Pacific Improvements.

In a letter to the Manufacturers' Record Mr. L. S. Thorne, vice-president of the Texas & Pacific Railway Co., states that the company has planned a number of important improvements in Texas this year. He writes as follows:

"The Texas & Pacific is now laying 5000 tons of 75-pound steel on the eastern division, relieving the lighter rail, which will be used for branch lines in Louisiana. The company is also building new freight-car shops at Marshall. We have three steam shovels at work reducing grades, strengthening banks and filling trestles where waterways are not needed. We are also replacing wooden openings with iron pipe, concrete and stone work."

New Line in Maryland.

The plan to build the Elkton, Cherry Hill & Chesapeake City Railroad has received encouragement from the fact that Messrs. Deegan & Co. of Philadelphia have offered to purchase the entire amount of stock, amounting to \$60,000, and the proposition has been ratified by the incorporators of the company. It is reported that work is to begin immediately upon the road, which will cost, with the rolling stock, \$120,000. Right of way has been granted between Elkton and Chesapeake City. The promoting company includes Messrs. Henry H. Brady of Chesapeake City, who is president, and John Banks of Elkton. The distance is fifteen miles.

New South Carolina Project.

A company entitled the Spartanburg & Clinton Railroad Co. has been organized to build a road between the towns mentioned in South Carolina, a distance of forty-five miles. The company is capitalized at \$250,000, and includes Hon. John Gary Evans and T. B. Thackston of Spartanburg, and M. S. Bailey of Clinton. At Clinton the new road would connect with the Seaboard Air Line, and the report is current that the company is acting in the interest of the Seaboard, which wishes to reach the Spartanburg section.

Louisville & Nashville Contracts.

As an indication of the extensive plans for construction work which are being carried out by the Louisville & Nashville Railroad Co., a recent report of the chief engineer shows that altogether ninety miles are at present under contract in Alabama and Tennessee alone. They include an extension of the Alabama & Florida division between Andalusia and Geneva, a distance of forty-five miles; also a number of branches varying from three to eight miles in length.

Extension to Tallahassee.

According to a dispatch from Thomasville, Ga., the Tifton, Thomasville & Gulf Railroad Co. has determined to extend its line from its present southern terminus to Tallahassee. The length of the extension will be thirty-six miles. The road is now in operation between Thomasville and Murphy, a distance of thirty-six miles. It has been built by a company of Georgia capitalists headed by H. M. Atkinson of Atlanta.

Atlanta & West Point Improvements.

A dispatch from Atlanta, Ga., is to the effect that the Atlanta & West Point Railroad Co. has determined to relay about thirty miles of its line with 80-pound steel rails at once, and that contracts have recently been made to carry out this work. It is also stated that the

company has ordered a quantity of rolling stock, and has made a contract to construct a freight depot at West Point, Ga.

A Reported Combination.

It is reported that Mr. Stuart R. Knott, who recently resigned his position as vice-president of the Plant Railway & Steamship Co., has been appointed vice-president of a combination representing the Chicago & Alton, the Kansas City Southern and the Union Pacific. It is stated that these lines have been acquired by a syndicate, which will operate them together.

Railroad Notes.

D. M. Flippin has been appointed general export agent for the Mobile & Ohio Railroad Co. at Mobile.

The Georgia railroad commission has organized with the election of Thomas C. Crenshaw as chairman.

The Southern Pacific Railway Co. has made arrangements to secure 350 additional freight cars, which will be purchased from the American Car & Foundry Co. of St. Louis.

Arrangements have been made to begin train service upon the Tennessee Central Railroad between Emory Gap and West Station. The line has been completed between these points, and it is expected to extend the road to Harriman in a few days.

The Chattanooga, Rome & Southern Railroad Co., it is announced, has purchased the Chickamauga & Durham Railroad, a line eighteen miles long extending through coal lands in Northwestern Georgia. It is understood that the road will be operated as a branch of the Chattanooga, Rome & Southern.

The issue of the Official Railway Guide for July contains so much matter relative to summer resorts, both along the seashore and in the mountains, that it is practically indispensable to tourists. It contains the very latest revisions of railroad timetables, including the schedules of all of the steamship and steamboat lines in the United States, and in every instance can be relied upon for accuracy.

The Hyades Going Abroad.

The steamship Hyades, which was recently completed by the marine department of the Maryland Steel Co. at Sparrow's Point, it is announced, has been chartered to load a cargo of grain at Boston, where she is owned, for Rotterdam, Holland. The Hyades had been carrying coal between Newport News and New England ports since she was placed in commission.

Increased Its Capital.

The Hudspeth Steamship Co. of Norfolk has determined to increase its capital stock to \$100,000 to meet the increased demands in its business. The company was chartered for the purpose of doing a general export business. C. H. Hudspeth is president; E. D. Addison, vice-president, and S. G. Wallace, secretary and treasurer.

Notes.

A trainload of sixteen cars of flour, which left a local mill at Fort Worth, Texas, for export to England, was the last shipment on a contract for 1,260,000 pounds.

Rodolfo E. Villalva of the International Supply Co. of the City of Mexico writes to the Manufacturers' Record that there is a demand in Mexico for American machinery of all kinds.

Subscribe to the Manufacturers' Record. Price \$4 a year, or six months for \$2.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

Pacolet Company's Georgia Mill.

A report from Gainesville, Ga., states that work is progressing there on the \$1,000,000 branch mill announced several months ago as to be built by the Pacolet Manufacturing Co. of Pacolet, S. C. The contract for all the buildings was placed recently, and the construction of them will be pushed as rapidly as is possible. Regarding the effort of two members of the Pacolet Company to obtain an injunction preventing the erection of this Georgia mill, Mr. Victor H. Montgomery, manager of the new branch, is credited with a statement. The statement was to the effect that should the injunction asked be granted by the South Carolina courts it would simply necessitate the organization of a separate corporation under a new charter and according to Georgia laws. Mr. Montgomery is further reported to have said that 90 per cent. of the stock for the new mill has been subscribed at \$1.50, and that there will be no difficulty in placing the remaining 10 per cent.

A \$30,000 Tapestry Factory.

It was recently announced that the Royal Tapestry Co. has been incorporated under New Jersey laws to establish a tapestry factory at Front Royal, Va. The company has since secured a building, three stories high, 80x130 feet, which can accommodate 200 looms; the building cost \$17,500 to erect. The tapestry company has installed thirty looms, and will have ten more in place by the end of July. From sixty to seventy-five hands will be employed by August 1. The officers of the company are Irving A. Buck of Baltimore, Md., president; Jos. C. Davis of Philadelphia, Pa., vice-president; George P. Richards of Baltimore, Md., treasurer, and Fred. A. Schwartz of New York, secretary. The president can be addressed care of Buck, Richards & Co., Bridesburg, Philadelphia, Pa.

The Cotton Movement.

The takings of cotton by Southern mills so far this season amount to more than 38 per cent. of the total taken in the country. According to the report of Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, the amount of cotton brought into sight during the ten months of the present season was 8,886,846 bales, a decrease of 2,117,209; exports were 5,680,336 bales, a decrease of 1,364,712 bales; takings by Northern spinners 2,177,033 bales, a decrease of 28,963 bales; by Southern spinners 1,363,144 bales, an increase of 135,539 bales. Up to June 30 last season 97.60 of the crop had been brought into sight. On this basis the total crop this year would be 9,105,369 bales, or 2,169,471 bales less than the last crop.

\$100,000 Cotton Mill at Hillsboro, Tex.

As soon as possible arrangements will be made for the erection and completion of the Hillsboro (Texas) Cotton Mills, mentioned last week as fully organized. The president, A. L. Lowrey, states that the equipment will be 5000 ring spindles, 130 looms, 300-horse-power boiler, 275-horse-power engine, brick smokestack,

cast-iron pintles and wall plates; also automatic sprinklers and electric lights. Plans and detailed specifications on the two-story building, with concrete foundation, and for power building, are now invited. The mill will cost complete about \$100,000.

A \$75,000 Cotton Mill.

Contracts have been awarded and work of erection commenced on the Elk Cotton Mills, recently reported as incorporated at Fayetteville, Tenn. The building will be erected for a capacity of 8000 spindles, but only 4000 will be installed at the start, this meaning a \$75,000 investment. About 125 operatives will be employed, and the product will be 26 to 30 two-ply yarns. C. B. Bagley is general manager. The other officers are R. D. Warren, president; H. K. Holman, vice-president, and R. A. Rees, secretary-treasurer.

A \$100,000 Addition.

Another established mill will double its plant. This latest announcement comes from the Kesler Manufacturing Co. of Salisbury, N. C. The company has placed orders for machinery for a 6000-spindle addition, and the necessary improvements to provide for the accommodation of this machinery will be arranged for at once. The present mill has 5000 spindles, and the addition will about double the first investment of \$100,000. The mill's product is entirely yarns. F. L. Robins is secretary.

Textile Notes.

The Henderson (Ky.) Cotton Mills have paid a semi-annual dividend of 4 per cent.

The Harmony Grove (Ga.) Mills has declared an annual dividend of 20 per cent.

The Laurens (S. C.) Cotton Mills paid a semi-annual dividend of 5 per cent. last week.

The business men of Griffin, Ga., are considering a proposition for the establishment of a \$250,000 carpet factory.

The Vance Cotton Mill Co. of Chattanooga, Tenn., has installed several new machines, and is in the market for a reel.

The Alabama Cordage Co.'s additional machinery in its Montgomery mill includes a 150-horse-power engine, two new slubbers and an electric plant.

Stonewall (Miss.) Cotton Mills intends to install a complete lighting plant of 800 incandescent electric lamps, and is ready to receive estimates on its cost, to include engine. T. L. Wainwright is secretary.

Mr. H. M. Wilson of Charlotte, N. C., has been appointed textile instructor in the North Carolina College of Agriculture and Mechanic Arts. Mr. Wilson says that the course will be started in September with about twenty students.

Dr. C. A. Misenheimer and T. M. Barnhardt of Charlotte, N. C., will build a cotton mill. Site has been secured, plans have been drawn, and work of erecting the buildings will commence this week. Details as to equipment and character of goods have not yet been announced.

The John E. Smith Manufacturing Co. of Thomaston, Ga., is said to expect to commence producing this month. The company's mill was announced last summer as to be equipped with 2496 spindles for the production of thread. Its cost will be close to \$50,000. John E. Smith is president.

The project for a cotton factory at Sanford, N. C., in which Boston capitalists will be interested, mentioned last week, is as yet not definitely settled. Negotiations are now in progress, H. M. Holleman of 713 Tremont Temple, Boston,

Mass., representing the Northern parties interested.

Messrs. S. J. Watson, D. T. Outzts, B. F. Lewis, H. W. Crouch, W. D. Holland, C. F. Strother, P. C. Stevens of Johnston, S. C.; C. W. Davis of Augusta, Ga., and Alvin Etheridge of Saluda, S. C., have incorporated the Johnston Cotton Mill, with capital stock of \$50,000, for erection of a cotton factory.

A cotton factory is in process of organization at Fitzgerald, Ga. At a preliminary meeting about \$30,000 was subscribed in an hour's time. Those interested include Messrs. R. V. Bowen, John A. Phillips, Ben Drew, William Fletcher, J. H. Williams, J. S. Price, F. J. Clark and J. H. Ennis.

Eastern capitalists have submitted a proposition for the erection of a 5000-spindle cotton factory at Cullman, Ala. The investment will be about \$100,000, and \$25,000 of this amount is to be subscribed by local investors. The business men are asked to make certain inducements, which will doubtless be done.

The F. W. Poe Manufacturing Co. of Greenville, S. C., has awarded contract for the erection of the building for its 25,000-spindle and 752-loom addition, previously announced. The structure will be built by Nicholas Itner of Atlanta, Ga. It will be a 350-foot extension to present building, four stories high, and cost \$90,000.

Messrs. E. C. Barnhardt, T. M. Barnhardt and C. A. Misenheimer of Charlotte, N. C., have incorporated the Barnhardt Manufacturing Co., with capital stock of \$50,000, for the erection of a cotton factory. Plans have been prepared, and work on the buildings commenced during the week. Details as to equipment not announced.

The Tupelo (Miss.) Cotton Factory, noted last week as contracted for as to buildings and machinery, will be pushed to an early completion. The factory building proper will be two stories high, 76x230 feet, of brick, to contain 5000 spindles and 160 looms, as heretofore stated. The mill will consume from 3000 to 5000 bales of cotton yearly and employ 150 hands. The product will be heavy sheeting, drilling and osnaburg.

The Gate City Hosiery Mills will be organized at Denison, Texas, through the efforts of the Denison Commercial Club. F. J. Depuy and C. A. Depuy of Atlanta, Ga., are at the head of the new enterprise, and a part of the machinery will be removed from Atlanta. The plant will have a daily capacity of 300 dozen pairs of hose, 100 each of men's, women's and children's. There will be fifty operatives employed. New buildings will be erected to accommodate the machinery.

The Lumberton Cotton Mills of Lumberton, N. C., reported last week as organized, has capital stock of \$75,000 subscribed, with privilege of increasing to \$200,000. The investment will be made \$100,000 at the start. The board of directors consists of Messrs. R. D. Caldwell, A. W. McLean, A. E. White, G. B. McLeod, C. B. Townsend, T. A. Norment, L. Shaw, R. Vamphill, R. A. McEachern, N. A. McLean, S. A. Edmund, E. K. Proctor, Jr., and L. H. Caldwell.

A syndicate has been formed to construct another office building at Atlanta, Ga., which will be one of the finest in the South. It will be 200 feet high from the topmost point to the ground, 60 feet wide and 205 feet in depth. It will be constructed of cut stone, pressed brick and terra-cotta, and will have six elevators. Mr. H. M. Atkinson is the Atlanta representative for the syndicate which is constructing the building.

COTTONSEED OIL.

This department is open to the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

COTTONSEED INTERESTS.

Resolutions of the Carolina Mill Superintendents.

Cotton-oil-mill superintendents from North and South Carolina met in Charleston, S. C., on the 5th inst. and organized themselves into a body to be known as the Cotton Oil Mill Superintendents' Association. The morning session was devoted to preliminary work, such as drafting the constitution and adopting a set of by-laws. At the afternoon session the election of officers was considered, and after balloting the following officers were elected: Mr. A. C. McFall, president; Mr. A. M. Wray, vice-president, and Mr. A. A. Haynes, secretary and treasurer. Among the resolutions adopted were the following:

"Resolved, That this association, representing millions of dollars of invested capital in the South, strongly protests against national class legislation, which aims directly at the destruction of competition in the manufacture and sale of wholesome and healthful articles of food.

"Resolved, That we protest strenuously against the passage by Congress of the Grout oleomargarine bill, which proposes to tax oleomargarine ten cents per pound and thus to drive it from the market.

"Resolved, That this association implore Congress not to destroy an industry which now uses nearly 10,000,000 pounds of the best grade of cottonseed oil annually, and thus kill that quantity of our most profitable output.

"Resolved, That we urge the legislatures of South Carolina and of other Southern States to remove from their statute-books the anti-oleomargarine legislation thereon, because such acts are only in the interest of the renovated and processed butter factories of the North and Northwest, and against the hog fats, beef fats and cottonseed-oil products grown on our Southern farms.

"Resolved, That this association will do what it can to cause the defeat of the Grout anti-oleomargarine bill in Congress during the coming session."

At the second day's session addresses were delivered by Mr. E. M. Price, secretary of the Darlington Oil Mill Co., and by Mr. A. A. Haynes, who took up the paper of Colonel Hobbs and reviewed it at length. The place for the next meeting was not selected, the choice being left with the president of the association. The following gentlemen were among those present: A. C. McFall, manager of the Charleston Oil Co.; T. C. Harlee of the Atlantic Cotton Oil Co.; C. F. Taylor of the Goldsboro Oil Co.; Goldsboro, N. C.; Frank Jenkins of the Selma Oil and Fertilizer Works, Selma, N. C.; A. F. Nixon of the Florence Oil Mill, Florence, S. C.; T. F. Diffey of the D. A. Tompkins Company, Charlotte, N. C.; J. D. Parsons of the Darlington Phosphate Co., Darlington, S. C.; A. A. Haynes of the Edgecombe County Oil Co., Tarboro, N. C.

Cottonseed-Oil Notes.

The Marion Oil Mill of Marion, S. C., has declared a dividend of 8 per cent., payable at once. The affairs of the company are reported to be in a most excellent condition.

The Wills Point Oil Co. of Wills Point, Texas, has been chartered, with a capital of \$35,000. The incorporators are W. E. Easterwood, J. D. Crawford, P. A. Morris and others.

The capital of the Atlantic Cotton Oil Co. of Sumter, S. C., has been increased from \$100,000 to \$250,000. The plant, with new improvements added, will be one of the largest in the State.

The first instalment of machinery for the oil-mill plant was received last week at Wharton, Texas. The capacity of the plant will be sixty tons daily. The buildings of the plant now nearing completion constitute a small village, and the work, when completed, will be of the most modern in equipment of machinery and other details.

Work on the new cotton-oil mill of the Charleston Cotton Oil Co. at Charleston, S. C., is progressing rapidly, and the managers expect to have it in operation by the middle of November. The mill will have a capacity of 120 tons of seed daily. Mr. A. C. McFall, formerly manager of the Atlantic Oil Co. at Bennettsville, S. C., is now in Charleston superintending the work of construction.

The Southern Cotton Oil Co. of Savannah, Ga., will commence at once the rebuilding of its refinery destroyed by fire last month. The buildings will be on the same order as those destroyed, but will be more extensive. It is said that over \$100,000 will be expended on the new work of the plant. It is expected to have the plant ready for operations by the last of September or early in October.

The annual meeting of the stockholders of the cottonseed-oil mill at Davidson, N. C., was held last week, when the old board of directors were re-elected. The affairs of the company were found to be in a very satisfactory shape, and a good surplus shown as the net earnings. The directors on the 2d inst. elected Dr. J. P. Munroe, president, and Charles L. Grey of Morrisville, secretary and treasurer.

The stockholders of the Newberry Cottonseed Oil Mill & Fertilizer Co. of Newberry, S. C., held their annual meeting on the 4th inst. An encouraging report was made by President Flood, showing that business had been good and the plant's capacity increased by fifteen tons. An annual dividend of 10 per cent. was declared, which is now payable. The officers of the company re-elected were as follows: L. W. Floyd, president, secretary-treasurer and manager, and George S. Mower, vice-president and attorney.

Exporting Wood Printing Presses.

In addition to exporting grain and coal, Baltimore promises to have a foreign business in what are known as wood printing presses. Mr. Frank X. Hooper of this city recently shipped a machine of his invention to Rotterdam, which prints upon wood, making from 2000 to 2500 impressions an hour. The apparatus, which is operated by steam-power, is quite similar to an ordinary printing press, the boards being "fed" to it automatically, and its speed is only limited by the ability of the press tender to remove the boards which are printed. Baltimore is one of three places where these machines are manufactured, the others being Rochester, N. Y., and Chicago. The press which was sent to Rotterdam will print in either one or two colors. Mr. Hooper is now at work upon a three-colored press of the same kind at his factory at Glen Arm, Md.

During the month of June the number of oil wells in operation in Corsicana was increased to 485.

If you are thinking of enlarging your mill, factory or mine, or of purchasing machinery of any kind, send the Manufacturers' Record a postal card giving the character of the machinery needed.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., July 11.

In local phosphate circles trade has been quiet during the week, and manufacturers of fertilizers are only purchasing in lots to satisfy immediate wants. Prices for South Carolina, Florida and Tennessee rock are steady. Operations at points of production in the Southern phosphate belt are being pushed with considerable vigor when weather conditions permit. In South Carolina the industry is on a much better footing, and there is a fair domestic and foreign inquiry. Prices are steady, and holders are not disposed to make concessions in order to obtain business. Florida rock is moving in considerable quantities from the various ports, and the foreign demand is improving, while values continue to show a very steady tone. Miners are generally busy, and shipments of rock from the mines during the past week have been very heavy. In the Tennessee phosphate field operations have been greatly retarded by rainy weather, and miners have not been working as vigorously. Stocks in consequence are very light, while the demand is also of a limited character. Holders of rock are generally firm in their views, and prices about steady. The following phosphate charters were reported last week: British steamer Oaklands, 1252 tons, from Coosaw to St. Louis de Rhone at 22/; British steamer John Morrison, 1235 tons, from Tampa to St. Nazaire at 21/9, August; Norwegian steamer Stikelsstad, 1133 tons, from Fernandina to Memel at 23/6, July; schooner Grace D. Buchanan, 1084 tons, from Tampa bay to Philadelphia at \$2.30, and British steamer Thomas Melville, 1066 tons, from a Southern port to United Kingdom or Continent on private terms. The schooner S. B. Marts was chartered during the week to load coal for Charleston, S. C., and return with cargo of phosphate rock.

Fertilizer Ingredients.

The tone of trade is generally quiet, but a fair demand absorbs current offerings. The tone of the market in the West is strong, with small supplies.

The following table represents the prices current at this date:

Sulphate of ammonia (gas)...	\$2 82 1/2 @ 2 85
Nitrate of soda.....	1 80 @ 1 85
Blood.....	2 10 @ 2 12 1/2
Azotine (beef).....	2 20 @ 2 25
Azotine (pork).....	2 20 @ 2 25
Tankage (concentrated).....	1 85 @ 1 90
Tankage (9 and 20).....	2 05 @ 2 10 & 2 10
Tankage (7 and 30).....	18 00 @ 18 50
Fish (dry).....	22 00 @ 23 00

Phosphate and Fertilizer Notes.

The schooner S. B. Marts cleared from Charleston, S. C., last week for Baltimore with 800 tons of phosphate rock.

The shipments of phosphate rock from the port of Fernandina, Fla., for the month of June aggregated 15,500 tons, all foreign.

The shipments of Tennessee phosphate rock from the port of Pensacola, Fla., for the fiscal year ending June 30 aggregated 153,491 tons.

The shipments of high-grade Florida phosphate rock from Savannah for the month of June amounted to 2800 tons for Ghent, shipped by J. Buttgenbach & Co.

The large guano factory of the Home Mixture Guano Co. of Columbus, Ga., is nearing completion. It is an extensive plant, and will be among the best equipped in the State.

The Virginia-Carolina Chemical Co. will commence the rebuilding of its fertilizer factory, recently destroyed by fire at Greenville, S. C. The company will erect a factory with most approved and modern equipment.

The following vessels cleared last week from Port Tampa, Fla., with phosphate cargoes: Steamship Rubens, 2700 tons rock from the Holland Phosphate Co. for Zwynrecht; schooner M. D. Cressey, 2700 tons pebble from the Pahnnetto Phosphate Co. for Baltimore, and the schooner Vanleer Black, 900 tons pebble from the Florida Engineering Co. for Baltimore. The schooner Star of the Sea sailed on the 2d inst. with 1289 tons pebble from the Greenhead Phosphate Co. for Elizabethport, N. J.

The stockholders of the Georgia Chemical Works at Augusta, Ga., held a meeting in that city last week, at which the financial statements and reports were read, the officers' reports being adopted and the condition of the company found to be in first-class shape. The plant has been greatly improved, and now has an almost entirely new acid plant. The following officers were elected to serve for the ensuing year: President, J. Rice Smith; vice-president, L. C. Hayne; secretary and treasurer, A. Smith Irvine.

The extensive firm of Armour & Co. of Chicago will increase the number of their packing-house industries by the erection of a plant in Baltimore for the manufacture of fertilizing products to cost \$1,000,000. The preliminary contract for the erection of the plant has been closed, and actual work of construction will begin at once with the intention of putting the plant into operation next November. Six and one-half acres of land at Locust Point have been purchased as a site at a cost of \$75,000. The ground secured gives the company a water-front of 500 feet for dockage. The first building to be erected is to be 200x500 feet, and the first investment will be in the neighborhood of \$300,000, the remainder of the million to be expended as rapidly as possible. The output of the plant will be 60,000 tons annually, and the motive power of the plant will be electricity. The blood, bone and tankage for making fertilizer will be shipped from Chicago to Baltimore. Here will be added the potash, nitrate of soda and other ingredients necessary to the finished product. The plant will have wharf and railroad facilities for receiving direct the crude materials. The tracks of the Baltimore & Ohio Railroad run into the grounds. Mr. Charles H. MacDowell, general manager of Armour & Co.'s fertilizing establishment at Chicago, has been in Baltimore several weeks arranging plans for starting operations on the new plant. Mr. J. Allen Moore, Eastern manager for the firm, is also assisting in getting plans in shape.

A meeting of the Lumbermen's Club of Memphis, Tenn., was held in that city on the 2d inst. Several matters of importance were scheduled for consideration, the most important being the question of freight rates. The question of appointing an inspector was discussed at length, and a resolution was adopted which indorses the rules of the National Hardwood Lumber Association in giving to the inspection bureau of that association the authority to name inspectors, and which pledges the club to do all possible to hasten the appointment of an inspector for this district. The local dealers will recommend a man they think capable at a later date.

The Business Men's Association of West Point, Va., has been organized, with Ned Bland, president; B. W. Hefferson, treasurer, and E. Wilkinson, Jr., secretary.

During the fiscal year ended June 30, 1900, the tonnage of the United States merchant marine was increased by 417,034.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.**Baltimore.**

Office Manufacturers' Record,
Baltimore, Md., July 11.

As usual at this period of the season, the tone of trade in the various avenues of the lumber industry is generally quiet. There is, however, a moderate volume of business reported, and the demand in certain lines is fairly active. Hardwoods are moving more freely, and the demand for poplar seems more pronounced, while prices are very steady. Oak of certain grades is also in better shape, and while prices are easier for some descriptions, others are a shade firmer. There is considerable inquiry from out-of-town dealers for hardwoods, and stocks of seasonable stuff are in more liberal receipt. Exporters of hardwood report business moderately active, with no material increase in the volume of shipments. The demand for North Carolina pine from the United Kingdom and Continent is steady, and a number of inquiries are on file which will result in considerable actual business later on. The domestic demand is light, and values about steady, while local woodworking concerns are buying only when lots are offered at bottom prices. White pine holds very steady, with stocks not excessive and prices unchanged. Cypress is quiet and steady, with a light inquiry.

Savannah.

[From our own Correspondent.]

Savannah, Ga., July 9.

The volume of business in all lines of the lumber industry of this port so far this month has shown a slight falling off, as usual during the midsummer months. Trade, however, continues fairly active, and lumbermen generally are somewhat encouraged by the outlook. Prices of lumber are holding very steady, while manufacturers are generally supplied with business to keep them fully occupied for at least sixty days. Lumber f. o. b. vessel at this port closed steady on Saturday at the following figures: Minimum yard sizes, \$13 to \$14; car sills, \$14 to \$16; difficult sizes, \$16.50 to \$25; ship stock, \$25 to \$27.50; sawn ties, \$11 to \$11.50; hewn ties, 33 to 36 cents. At nearby ports the movement continues to show some interesting features, and at Brunswick for the fiscal year ending June 30, 1900, the shipments aggregated 295,593,000 feet of lumber, a decided increase over the previous year. Prices of lumber at Brunswick, like other points, are about steady at the recent decline. Lumbermen generally are satisfied with the outlook, and show no uneasiness in regard to prices, while their stocks of lumber are firmly held at quotations. Crossties are firm and advancing, with a brisk demand and shipments generally heavy. At Darien receipts of lumber and timber are liberal, and trade generally active, with a fair demand. The shipments of lumber from Savannah last week aggregated 1,860,000 feet to New York, Baltimore and Santiago, Cuba. The tone of the freight market is steady, and charters reported at following rates: Brunswick to New York with crossties at 15½ cents; Savannah to New York with lumber at \$5; Brunswick to Boston with lumber at \$5, and to New London at \$5.25.

Pensacola.

[From our own Correspondent.]

Pensacola, Fla., July 9.

The commerce of this port for the fiscal year just ended presents a record show-

ing a material increase over previous years. The general trade of Pensacola at present is of a very healthy tone, its industries all flourishing, its building and real-estate business showing a greater increase in volume every year, and its shipping facilities, giving prompt dispatch to vessels loading, being of the best, all contribute to make this one of the most desirable and prominent of the Gulf ports. At the moment the activity along the wharves and docks indicates a strong movement in all commercial lines, and in lumber and timber especially the volume of business is increasing. During the month of June nineteen steam and fifteen sailing vessels of a total tonnage of 44,596 arrived from foreign ports, and twenty-three steam and twenty sailing vessels of a total tonnage of 52,880 cleared for foreign ports. Among the June items of export were 35,423,097 superficial feet of pitch-pine timber and lumber, 251,000 feet of oak lumber, 38,000 feet of gum lumber, 26,000 feet of poplar, 11,000 feet of hickory and 21,000 feet of walnut lumber, besides sundry other lots of wood products. During the fiscal year ending June 30 the value of exports to foreign ports was \$14,369,716, as against \$14,196,373 for 1899 and \$8,461,544 for 1898. During last year the pitch-pine timber and lumber trade was unusually active, and shipments for the year amounted to 321,465,264 square feet, and of hardwood timber and lumber to 1,609,910 square feet. At the moment there are a number of vessels in the harbor awaiting timber cargoes, and the shipments for July are expected to be of considerable volume. Prices for timber and lumber are very steady, with stocks light. The stock of timber at Ferry Pass, Fla., on the 1st of June was estimated at 75,000 to 100,000 pieces, most of which was in shippers' hands, and has been moved rapidly during the past month. The mills adjacent to this port have been short of pine logs, owing to heavy rains rendering the roads almost impassable. Among the late charters reported are the following: Spanish steamer *Leonora*, 1765 tons, from Pensacola to Greenock with timber at 110/, or Liverpool 111/3, August, and British ship *Kings County*, 2061 tons, from Pensacola to Rio Janeiro or Montevideo with lumber at \$15. The Spanish steamer *Maria*, 1386 tons, was chartered to load at Pensacola with timber for Liverpool or Greenock at 112/6, and Spanish steamer *Gracia*, 2021 tons, same, option Barrow.

Mobile.

[From our own Correspondent.]

Mobile, Ala., July 9.

The week under review has been of much better volume in the timber and lumber trade of this section. All the mills at this and adjacent points are again busy, the strike at Moss Point being practically ended. Many mills have been closed down, and are consequently far behind in filling orders, while shipments from this date will likely be heavier than usual. Lumber continues to hold its own as to values, and the demand is fairly active for all desirable material. Cuba is still a good purchaser, nearly 1,000,000 feet going to that island last week. Several cargoes went out to South American ports, while there is a fair inquiry from all the usual sources. Shipments of timber last week were much larger than at any time last month, some 461,331 cubic feet of sawn and hewn timber going to the United Kingdom and continental ports. There is a fair demand for hewn timber at 15 to 16 cents per cubic foot, basis of 100 cubic feet, average B1 good. Hewn oak is quoted at 15 to 18 cents, and hewn poplar 12 to 13 cents per cubic foot. Sawn timber is firm at 15 to 15½ cents

per cubic foot. Cypress logs are in fair request at 6 to 11 cents per cubic foot. Poplar is quoted at \$8 per 1000 superficial feet, and oak \$8 to \$12 per 1000 feet. There has been a marked activity in the building trades of this city, and architects, contractors and mechanics have all been busy. Hotels are being built and remodeled, warehouses are under construction, and in all parts of the city improvements in the way of new residences are in evidence. Building material is in good demand, and large quantities of lumber are going into consumption. Thus far this season the exports of lumber amount to 128,745,662 feet, against 64,604,846 feet last year, showing nearly 100 per cent. increase. The exports of other woods during the season were as follows: Oak, 194,855 cubic feet; cottonwood, 58,958 cubic feet; walnut, 550 cubic feet; poplar, 28,430 cubic feet, and other woods 55,892 cubic feet; pickets, 240,215; staves, 873,458, and crossties, 37,085. Freights on timber and lumber are still firm, with a moderate offering of desirable tonnage. The British steamer *Pearlmoor*, 2235 tons, was chartered to load at Mobile with timber for picked ports in the United Kingdom at 132/6, old form.

Beaumont.

[From our own Correspondent.]

Beaumont, Texas, July 9.

There is a more healthy tone to the general lumber market in this section, and the developments of the past week have had a reassuring effect. A stronger tone to values is apparent, and the demand for timber and crossties for railroad betterments has been more pronounced. A number of large sawing orders have been received by local mills, for which prices received have been very satisfactory. Yardmen in various sections of the State are also beginning to send in their orders, being fully satisfied that prices will not go lower, but may reach a much higher plane towards the winter months. Manufacturers and dealers are looking forward to a heavy fall trade, as the demand, from present indications, for all kinds of lumber will be of a most decided character. So far this month the volume of trade exceeds that of June, and will for the next sixty days continue to swell to greater proportions. The demand from foreign markets is improving very much, and the exporters at Sabine Pass are greatly encouraged by the outlook for future business. Several large steamers are loading for Europe, and vessels for Vera Cruz, Mexico, and other ports are loading and expected to arrive to load full cargoes of timber and lumber. Among the latest charters reported are a British steamer, 1559 tons, from Sabine Pass to Rotterdam with timber at 120/, August, and a Spanish steamer, 1865 tons, from Sabine Pass to Liverpool or Greenock with timber and lumber at 112/6, July.

Lumber Notes.

Receipts of lumber at New Orleans for the week ending the 6th inst. amounted to 2,232,000 feet, and for the season 92,905,869 feet, against 82,581,525 feet last season.

The shipments of lumber from the port of Fernandina, Fla., for the month of June aggregated 10,028,584 feet, of which 9,078,749 feet were domestic and 949,835 feet foreign.

The Texarkana Handle Factory of Texarkana, Ark., shipped last week a carload of goods to Germany via Galveston, Texas. The company is now receiving more foreign orders than it can fill, and is making preparations to enlarge its plant.

Mr. H. Clay Tunis of Baltimore has

closed a contract in Mexico for a large order of mahogany to be delivered at the mills in Norfolk, Va. It is stated that William Knabe & Co. of Baltimore have placed an order with Mr. Tunis for 100,000 feet to be used in the manufacture of piano cases.

An important meeting of the South Atlantic Lumber Association will be held in Wilmington, N. C., on the 12th and 13th of July. In addition to the regular members of the association, an invitation is extended to all saw-mill men in the two Carolinas and Virginia to be present at the meeting.

The saw-mills of the Big Pine Lumber Co. at Boggy, Ark., three miles south of Texarkana, were destroyed by fire on the 30th ult. The dry-kilns and 2,000,000 feet of lumber were saved, but the mills and the entire equipment were destroyed. The loss is estimated at \$15,000, with insurance \$8000.

It is stated that a \$20,000 spoke, handle and hub factory will be established at once in Athens, Ala. Mr. McKnight, a New York capitalist, is at the head of the enterprise. The plant when completed will employ over fifty men, and it is expected that it will be ready for business about August 15.

The entire plant of the Southern Saw-Mill & Lumber Co. at Kingsdale, six miles from Lumberton, N. C., was destroyed by fire on the 7th inst. The entire mill and planing plant, commissary and about 1,000,000 feet of lumber were burned. The loss is estimated at \$50,000, with a partial insurance.

The Cleveland Chair Factory of Cleveland, Tenn., is putting up a branch factory at Eupora, Miss., for the purpose of preparing the material for shipment in the rough to the finishing factory. Work has already commenced on the buildings and sheds. The branch factory will be under the management of Mr. Jas. A. McKillop of Cleveland, Tenn.

The Campbell Coal Co., which recently purchased 4000 acres of coal and timber land near Crossville, Tenn., is preparing to build 100 houses, and is also building five miles of railroad to connect its mines with the Tennessee Central Railroad. The company is also about to erect extensive saw-mills to develop the lumber interests of that section.

Mr. C. R. Cummings, a big hardwood exporter, with headquarters at Houston, Texas, contemplates making Beaumont, Texas, his headquarters, and is looking for a site in that city for the purpose of erecting a hardwood mill. If a desirable location can be obtained he will commence a building at once. He will have the advantage of shipping direct through Sabine Pass.

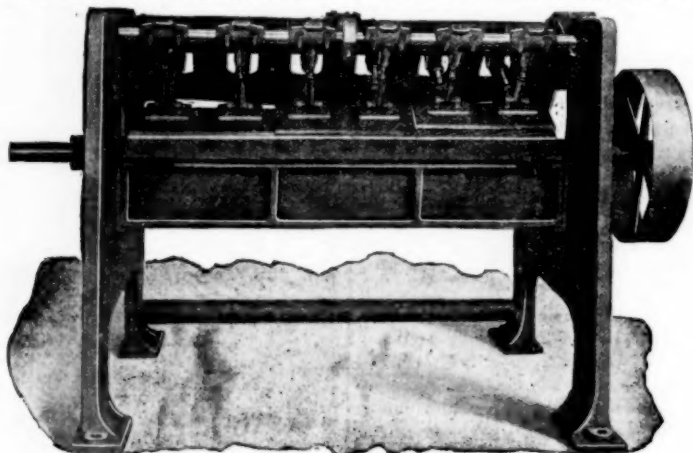
Eight per cent. of the cypress-shingle and lumber manufacturers of the States of Arkansas, Texas and Louisiana met at Alexandria, La., on the 2d inst. in their fifth annual session. G. M. Bowie of Whitecastle, La., acted as chairman, and John Debileux as secretary. The business of the association was reported as very good, and prospects bright for greatly-improved conditions in the cypress lumber and shingle trade.

The shipments of wood products from the port of Pensacola, Fla., for the month of June were as follows: Pitch-pine timber and lumber, 35,423,097 feet; oak lumber, 251,000 feet; gum lumber, 38,000 feet; poplar lumber, 26,000 feet; hickory lumber, 11,000, and walnut, 21,000 feet. The aggregate exports to foreign ports for the fiscal year ending June 30 were 321,465,364 superficial feet of lumber and timber and 1,609,910 feet of hardwood lumber and timber.

MECHANICAL.

The Cheesman Cotton Gin.

One of the remarkable features in connection with the development of the South's natural resources has been the



FRONT VIEW CHEESMAN GIN WITHOUT FEED ATTACHMENTS.

improvements of the past several years in the handling of cotton and the preparation of the staple for market. The ginning process has been given the attention of the inventor, and improvements in the gin have been made from time to time as experience and experimentation have shown them.

The Cheesman cotton gin, two views of which are illustrated herewith, is probably the latest improved form of the cotton gin to be introduced. The builder of this gin claims some advantages for his machine that are of such a nature as to appeal to the discerning ginner immediately upon a recognition of its superiority over the saw gin.

Not only the planter and the ginner will be interested in this new apparatus for ginning cotton, but the cotton-mill operator will also find his purposes served in its improvements.

The Cheesman gin is claimed to overcome the faults that have hitherto been found in the roller gin and the manufacturer presents the following description of its method of operation in explanation of the improved service that the machine makes possible:

"The 'stripper' has been the principal obstacle to the success of roller-ginning. A long blade sharp at the edge, running up and down in a straight line, in close working contact with a stationary surface, passes the exposed surface of the roller so closely and goes beyond the edge

sion of the staple and often striking fire. The one-piece stripper, such as is employed in these gins, cannot be made longer without losing its rigidity; therefore, size and capacity is unalterably fixed.

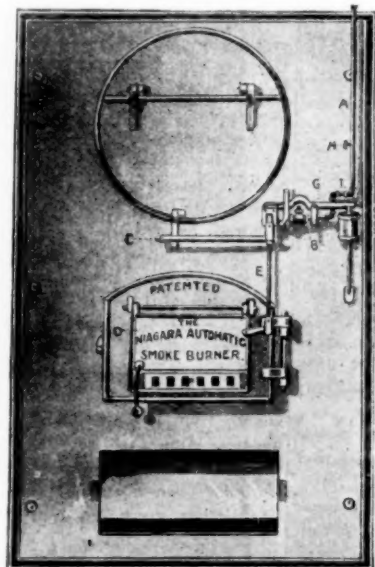
"The Cheesman roller gin, we believe, overcomes the faults in the present roller

ging, and herein is the secret of success—ginning cotton quickly with absolutely perfect fiber free from dirt and trash. The working of the stripper edge is that of an ellipse. Starting from the highest point it describes the beginning of an inside curve as it approaches the cotton held by the roller, gets back of the seed, and, as it nears the guard, continues its curve downward and outward, taking the seed with it in a rolling motion. It is this outward motion, away from the guard, that prevents rubbing of the cotton fiber against the hard surface of the guard to its certain injury and the breaking of the seed. The fiber coming from this gin is straightened by the operation, having no twist or kinks. The adjustment of the speed of the roller to the speed of the strippers has been carefully worked out to this end.

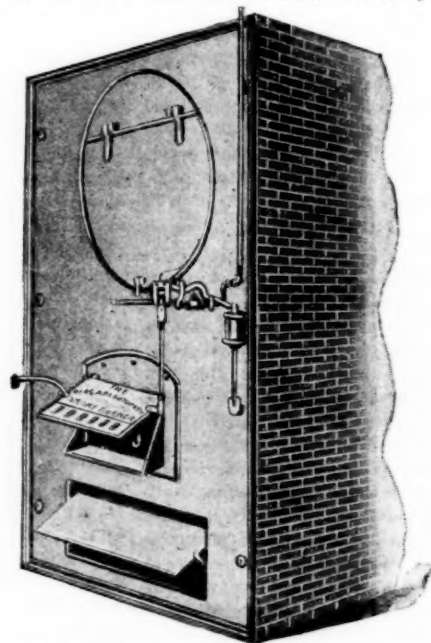
"The construction of this machine is such that any size of gin can be furnished to meet the requirements of capacity, and thus the main objection hitherto made against roller gins is overcome.

"Spinners desire cotton to come to them in a state as nearly like that of the cotton when picked as possible. This is accomplished, as no brush, cleaning device or condenser is used. The cotton comes

gin. Its capacity is two or three times greater, and there is absolutely no danger of fire and no injury to the staple. This roller gin works upon a new principle—that of a divided stripper, the edge of



THE "NIAGARA" AUTOMATIC SMOKE BURNER.



which is blunt instead of sharp. The stripper blades are fixed upon the driving shaft in thirds or fifths, traveling independently of each other, thereby destroy-

ing the vibration and causing the seed to leave the cotton more quickly than is possible by any other method. These strippers, by means of an elliptical motion, handle the cotton so deftly that the result closely resembles the work of hand-ginning, and herein is the secret of success—ginning cotton quickly with absolutely perfect fiber free from dirt and trash. The maker is prepared to show the results of the most careful and searching examination of cotton experts in proof of these statements. And ample opportunity will be furnished to make further tests in the mills. The Cheesman gin is of the utmost simplicity in construction and running so that skilled mechanics are not essential to its operation—automatic feed, a saving of labor, great saving in horse-power. Large increase in quantity with perfect quality, clean seeds—doing away with cotton linters and safety from fire. The gin has had its test in the field, and is now being manufactured by the Cheesman Cotton Gin Co., of 27 William street, New York, and this fall will find them at work in the cotton States where the longer fibers grow."

An illustrated pamphlet, giving a history of ginning from the earliest times and showing the development of the Cheesman roller gin, may be obtained on request. Every planter, ginner and millman should write the company for a copy.

To Overcome the Smoke Nuisance.

It is generally conceded by reliable authorities that large volumes of black smoke pouring from a chimney evidences

an imperfect combustion. An imperfect combustion means not only the loss of unconsumed gases, but, the flues becoming coated with sooty deposits of the escaping smoke, renders it more difficult for the heat units to penetrate them, and the full horse-power capacity can never be obtained from a boiler operated under such conditions.

Another aspect of the case is the intolerable nuisance created by the dirty black clouds of smoke from such a chimney, situated in the midst of a thickly-populated district, to be considered and provided against. Buildings become begrimed and disfigured, clothing is spoiled and toilers in offices prefer to swelter in the heat rather than open their windows to be half stifled by the smoke. And so serious has this evil become in large centers that it has been found imperatively necessary to pass ordinances compelling its abolition.

The use of anthracite coal is one effective way of overcoming the nuisance, but a perfect combustion does not necessarily follow. Mechanical stokers will reduce the nuisance. But the most perfect device for overcoming the smoke nuisance is claimed to be the "Niagara" automatic smoke burner manufactured by the Dob-

bie Foundry & Machine Co., of Niagara Falls, N. Y.

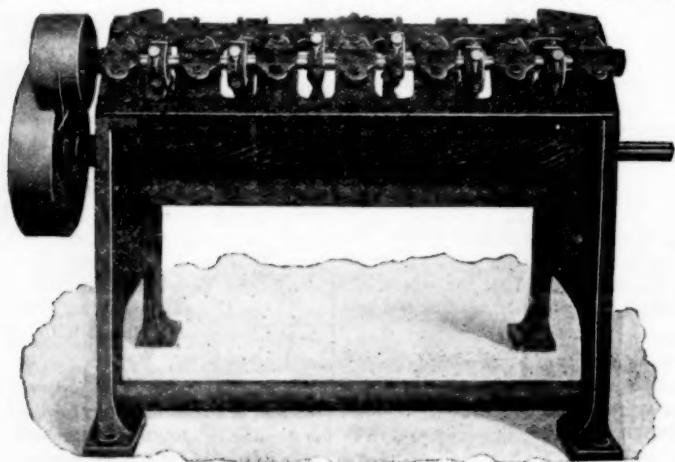
This smoke burner is guaranteed to consume 95 per cent. of the smoke, and, what is more important to the manufacturer, it reduces his coal bills. It will increase a poor draft and give best of results from a poor quality of coal. To adopt it means no alterations of boiler front or furnace and consequent expensive and annoying delays, and it requires but a few hours' time to change from the old style to the new.

As its name implies, this device is self-acting, and instead of increasing the duties of either engineer or fireman it lessens them. It is also a fuel saver.

Its simplicity of construction must commend it immediately, as no mutilation of boiler or furnace and consequent annoying delays are entailed to install and demonstrate its utility. Its use can be discontinued without removal, the operations of firing being in no manner altered than before its adoption.

Following is a description of its mechanical construction and principles of operation:

To the dome is connected a half-inch pipe (A) leading down the face, and on one side of the boiler to a point six inches above the fire-box door, then across to



REAR VIEW CHEESMAN GIN WITHOUT FEED ATTACHMENTS.

of the guard so far that the feed is shut off half the time. Such a stripper, going up and down in the same plane, carries the cottonseed and fibers with it and on the downward stroke rubs the cotton on the surface of the guard, causing abra-

ing the vibration and causing the seed to leave the cotton more quickly than is possible by any other method. These strippers, by means of an elliptical motion, handle the cotton so deftly that the result closely resembles the work of hand-gin-

point C, where it enters the fire-box. It extends within the fire-box about a foot, and to its end it attached a nozzle, in the front of which are three or four holes. At a point (B) in the cross-section of this half-inch pipe is an automatic valve, opened or closed by the operation of the door lid.

The regular fire-box door is replaced by one specially constructed (same boiler face lugs used), to which is attached a lid (D), and to this lid the handle for opening the door is connected.

As the fireman opens the door to renew or brighten up his fire this lid raises, and as it does so an attached shaft (E), working on a swivel hinge at top and connected with automatic valve (B) by an intersecting rod (G), opens the valve, allowing a spray of steam to escape through the nozzle over the fire. This nozzle is so adjusted that the spray strikes about the center of the bridge-wall, and, forming a complete cover over the fire, serves to retain everything in the shape of soot, smoke, etc., within the fire-box, eddying it backwards towards the door.

On closing the door the lid (D) is retained in a horizontal position by a vacuum pot (F), which, also attached to the other end of cross-shaft (G), has dropped when the lid was raised.

This vacuum pot (F) is a carefully-adjusted air cylinder, working on a vertical shaft or piston rod, and is regulated by a petcock (I). With the petcock open full, the door lid drops instantly, but if opened partially, its descent is regulated to the required limit. Thus it will be seen that this vacuum pot regulates the closing of the automatic steam valve and door lid simultaneously. Through this lid (D) the proper amount of oxygen enters the fire-box, and, coming in contact with the carbon gases retained by the steam jet, produces an almost perfect combustion. A baffle plate (J) fastened to the inside of the door serves the double purpose of protecting the door and at the same time diverts and superheats the cold air rushing inwards from striking the shell of the boiler or cooling the fire.

It requires from fifteen to twenty-five seconds to overcome the smoke, in which time the lid has dropped and the steam jet has been shut off. As an offset to any slight loss of steam through this half-inch pipe for this short time is the materially improved combustion at this point, due to the additional supply of oxygen produced by the rapid condensing of the steam immediately it strikes the fire.

Further, the suction created in the stack by this steam jet wonderfully improves a poor draft, and will always make a boiler steam well where difficulty in this respect has previously been experienced.

But what is most important, from an economical standpoint, is the increased steaming capacity obtained in keeping the flues clean from sooty deposits by the use of the smoke burner. These sooty deposits, from unconsumed smoke ordinarily passing through the flues, render it more and more difficult for the heat units to penetrate them, thereby decreasing the horse-power capacity of the boiler.

If, from any cause, it is desired to discontinue the use of the smoke burner for a time, close valve (H) and completely open petcock on top of vacuum pot.

TRADE NOTES.

Oilless Bearings.—The North American Metaline Co. of Long Island City, N. Y., sole manufacturer of the metalined or oilless bearings for machinery, has just increased its power by installing a new Worthington water-tube boiler of 109 horse-power capacity.

Slate Roofing in the South.—Reference was made in our last issue to the durability of slate roofing and to the especially high quality

of the "Bangor Excelsior Slate." It should have been stated that this brand of slate is offered by the Bangor Excelsior Slate Co. of Easton, Pa., and that the brand has been known for years.

Japan Uses Cross Oil Filters.—The Imperial Steel Works of the Japanese government has placed an order with the Burt Manufacturing Co. of Akron, Ohio, for a complete equipment of its plant with Cross oil filters. The Burt Company obtained this large order in competition with manufacturers of oil filters both in this country and in Europe, and regards the obtaining of this order in the light of a triumph.

Iron-Ore Lands.—The activity in iron mining and manufacturing during the past year brought about the opening up of a number of new properties. In the South there are yet many valuable deposits of iron ore in different sections awaiting the miner. One such tract is offered for sale by W. F. Dortch of Goldsboro, N. C. The property is a 450-acre tract located two miles from two independent railways, and near plenty of timber.

Opportunity in Boilers and Engine.—Users of power frequently find it as advisable to purchase second-hand boilers and engines as to buy new machinery. Opportunities in second-hand power machinery not infrequently arise, and at prices that are remarkably low. Three 100-horse-power boilers and a 350-horse-power engine are now offered for sale at prices that will appeal to a discerning buyer. For particulars of this opportunity address P. O. Box 615, Baltimore, Md.

Cohoes Iron Foundry.—A fire at Cohoes, N. Y., last week damaged the plant of the Cohoes Iron Foundry & Machine Co. to some extent, but mainly the loss was on patterns. The company states that it will lose no working time on account of the fire, and is desirous of having its customers and the trade know that it will proceed promptly in completing present contracts; also any new orders for the company's slashing machinery and elevators will be attended to promptly.

Large Concentrating Plant.—Orders for a large amount of machinery for the new concentrating plant of the Anaconda Mining Co. of Montana have been placed with Fraser & Chalmers of Chicago. The plant will have a capacity of 4000 tons per day, and the machinery to be supplied includes twenty-four heavy-pattern five-foot Huntington centrifugal roller quartz mills, twenty-four sets of 40x16-inch crushing rollers, with forged-steel shells, and twenty-four Blake crushers, sizes 24x12 inches and 15x9 inches.

Timber Land Sold.—It is announced that the poplar and white-oak timber on about 15,000 acres of land in Logan county, W. Va., has been sold to an Eastern lumber company. The prices obtained were much higher than those at which the property had been held before Mr. James Mackenzie of Catlettsburg, Ky., undertook the sale. Mr. Mackenzie's efforts to market this timber were successful to a more than usual degree, the amount realized for the timber being very high when its remoteness from transportation is considered.

For Covering Pipe.—The H. W. Johns Manufacturing Co.'s new "Navy Brand Asbestos Fire Felt Covering" has been adopted for the pipe work in the Albany (N. Y.) Capitol building. The covering first put on by another company is to be removed and replaced by this new-style material. The contract amounts to over \$4000. The Johns Company is making great headway in the way of improvements in the manufacture of its materials, and is constantly alive to up-to-date conditions. Contract was also secured for the pipe and boiler covering work for the new addition to the Manhattan Hotel, New York city.

Southern Investments.—Southern investments now occupy that position in the financial world which their intrinsic worth justifies. Additional capital from all sections is constantly being placed in Southern manufacturing and general industrial enterprises. Mr. R. E. Watson of Atlanta, Ga., office in Austell Building, is devoting his attention to the organization of stock companies in the South, and will also supply additional capital, buy or sell stocks and bonds and other meritorious investment securities. Parties desiring service in any of the lines mentioned are invited to correspond with Mr. Watson. Bank references furnished.

Iron and Wire Work for South.—The Ornamental Iron & Wire Co. of Chattanooga, Tenn., claims exceptional advantages for supplying the Southern trade with all varieties of iron and wire fencing, office and bank railing, window guards, roof crestings, fire-

escapes, iron stairways, jail-cell work and general builders' iron work. This Chattanooga company has many orders booked for all the classes of work stated, and is working overtime with increased force to turn out the work promptly. With all the advantages in equipment, with absolute satisfaction guaranteed to every customer, and with excellent shipping facilities and low freight rates, the Ornamental Iron & Wire Co. is rapidly spreading its business into every section of all the Southern States. The 100-page illustrated catalogue E, with prices, will be sent free to those requesting it.

High-Grade Cold-Water Paint.—There are so many new mill buildings and factories of all kinds being built in the South at all times that it is well to direct the owners of the buildings to the merits of cold-water paint. With its cheapness, its durability, its fire-proof qualities and its preservative features cold-water paint is rapidly increasing in general use. "Lythite" is a cold-water paint made by the Frank S. De Ronde Co. of 52 John street, New York, and its consumption in the South is on the rapid increase. The maker invites mill owners, also farmers and owners of buildings of all kinds, to give its "Lythite" a trial. With its many meritable qualities and its low cost this cold-water paint is calculated to be one of the most general supplies. The maker states that "Lythite" can be put on at 75 per cent. less cost than oil paint, and then give the user as good results.

Atlanta Office for Sprinkler Company.—The International Sprinkler Co. is meeting with such marked encouragement and success that it has found it necessary to open a Southern department, with headquarters at 801 Prudential Building, Atlanta, Ga. K. L. Walling, who for many years has been well known in insurance and sprinkler work, has been appointed Southern representative. This company is showing evidence of the broad and active business management of Clarke Merchant, who is its principal stockholder and president. A continued increase is reported in its orders, and the inspection of its work has shown it to be the equal of the best that has ever been done. The International Sprinkler Co. will hereafter compete actively on the ground for all Southern contracts, and prospective purchasers of sprinkler equipments for fire protection will find it to their interest to secure this company's proposition before making a selection.

TRADE LITERATURE.

Discounts on Wire Rope.—A sheet of discounts on wire rope, taking effect July 1, has been issued by the John A. Roebling & Sons Co. of 117 Liberty street, New York city.

"Sparks from the Crescent Anvil."—Such is the title of the pamphlet issued by the Sparks Publishing Co. of Pittsburg, Pa. Its contents are of interest to all workers in steel, containing, as it does, general information in this department of manufacture, together with especial reference to the Crescent tool steel forgings of the Crescent Steel Co. of Pittsburg.

Enclosed Arc Lamps.—An illustrated poster has been issued of the "Standard Jandus Enclosed Arc Lamps," manufactured by the Jandus Electric Co. of 58 Wade Building, Cleveland, Ohio. These lamps are the product of a factory that is equipped with every modern machine and device for turning out perfect enclosed arc lamps. The lamps are finished in different styles to suit purchasers, and, aside from their efficiency, are as handsome in appearance as one could desire. Send for sheet.

Where Reciprocating Pumps Are Used.—The uses of pumps are manifold, and buyers of this class of machinery aim to buy that which is best adapted for their particular purposes. A circular (No. 41) issued in reference to the Roots high-duty pumps will be of interest to pump buyers and users. The Roots high-duty positive-pressure rotary pumps, without valves of any kind, are offered for all purposes where reciprocating pumps are used. The P. H. & F. M. Roots Co. of 109 Liberty street, New York, builds these pumps.

Roof Paint.—"Zanzibar Anti-Rust Roof Paint," manufactured by the Garfield Oil Co., Cleveland, Ohio, has been growing in favor so rapidly in the Southern States that this company has decided to establish a branch at Columbia, S. C., and at Mobile, Ala. Cotton factories and lumber mills especially have found this paint one of the best things they have ever used on the roofs and sidings of their buildings. Its elasticity and freedom from cracking, blistering or peeling off is said to make it much more durable than the general run of paints. The

company is daily receiving testimonials in commendation of its paint. A neat booklet, "A Study In Black," is a very readable one, and will be sent to parties interested.

General Foundry Equipment.—Those operating foundries and machine shops on a basis of modern practice seem more and more disposed to obtain the machinery needed in the operation of their plants from reliable manufacturers accustomed to the requirements of the business. The necessary line of equipment needed in such plants as are referred to comprises a variety of mechanical apparatus that has been evolved by modern invention and found to be the best possible for the purpose for which it is built. The Whiting Foundry Equipment Co. of Harvey, Ill., is such an experienced maker in foundry and shop equipment as mentioned above, and its latest general catalogue is of the most complete character. The tools, machines and apparatus built are fully illustrated and described.

Roofing, Building Papers, etc.—The requirements of modern building operations call for a miscellaneous class of roofing, sheathing and coal-tar products in general. In perfecting modern building structures materials are specified for particular purposes, and the manufacturer who can supply these materials in a comprehensive manner finds ready sale for his product. The use of coal tar, pitch, varnish, paint, roofing and paving cement, tarred felts, roofing and building papers, sheathing, slaters' felt, insulating papers, deadening felts and carpet linings are all called for by the building trades. The Barrett Manufacturing Co. of Philadelphia, Pa. (office in Land Title Building), manufactures such a line of goods as is enumerated, and its reputation for offering the best possible materials is one that is envied by less successful manufacturers. The company's booklet tells of its goods, besides giving some information of value to those using them.

"Best Liked When Best Known."

What? The D. & C., the Coast Line to Mackinac. Spend your outing on the Great Lakes, visiting picturesque Mackinac Island, the hub of the inland seas, where cool breezes blow and black bass bite. Send two cents for illustrated pamphlet. Address A. A. Schantz, G. P. A., Detroit, Mich.

Atlantic City Special to Run Every Week-Day via Pennsylvania Railroad.

The Pennsylvania Railroad Co. has arranged to run the "Atlantic City Special," the through fast express train between Washington, Baltimore and Atlantic City, every week-day during the coming season, instead of Saturdays and Mondays, as last year.

The train will be placed in service on June 29, and will consist of standard vestibule coaches and Pullman buffet parlor cars. It will leave Baltimore 2.10 P. M., running via the Delaware River Bridge Route, and arrive Atlantic City 5.30 P. M. Returning, it will leave Atlantic City at 2.30 P. M. and arrive Baltimore 5.55 P. M. The train will be continued in service until September 1.

The addition of this train will give the residents of Baltimore the best train service between those points and Atlantic City ever enjoyed.

Renowned for Their Grandeur.

Conspicuous in many ways are the White Mountains of New Hampshire. The region is one grand wonderland, and every turn brings the visitor to some attraction in which nature's marvelous embellishments are displayed. The famed "Crawford Notch," "The Flume," "The Old Man," "Elephant's Head," "The Lake of the Clouds," the Gulf, the ravines and cascades are but a few of the many more notable features with which it would seem this region has been so extravagantly endowed. One hardly realizes how imposing the mountain surroundings are until a visit has been paid them, but a slight idea of some of their principal attractions may be gained from perusing the "Mountain Handbook," issued by the Boston & Maine Railroad, and for pictorial views of the mountains the Boston & Maine portfolio known as "Mountains of New England" will prove interesting and instructive. The first-mentioned book is sent for a two-cent stamp, the latter for six cents in stamps to any address upon application to the passenger department of the Boston & Maine Railroad, Causeway street, Boston, Mass. †

CONSTRUCTION DEPARTMENT.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted." In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

ALABAMA.

Athens—Woodworking Factory.—A spoke, hub and handle factory to cost \$20,000 will be established. Mr. McKnight of New York is at the head of the movement.

Athens—Pyrites, etc., Deposits.—Pyrites deposits have been discovered in Limestone county, and investigations as to quality, etc., are now being made; phosphate fields and brown iron ore have also been found. For full information address Sloss, Hine & Co.

Birmingham—Plow Factory.—The Austin-Bryan Manufacturing Co. (reported recently to operate plow factory to be erected at Ensley City) has incorporated with capital stock of \$150,000. E. J. Bryan is president; W. E. Austin, vice-president.

Birmingham—Furnace.—The Tennessee Coal, Iron & Railroad Co. is repairing its Alice furnace at a cost of \$50,000.

Birmingham—Steel-rail Mill.—The Tennessee Coal, Iron & Railroad Co. will build a steel-rail mill, which was rumored recently as proposed at a cost of \$1,000,000. N. Baxter, Jr., president of the company, is credited as having stated that contracts are now being awarded for the erection of the buildings, and that the plant will be completed in eight months; G. B. McCormack, general manager.

Birmingham—Coke ovens.—The Smet-Solvay Company has awarded contract for erection of 120 additional by-product coke ovens at Ensley City to cost, it is said, \$500,000; following the completion of the ovens the company will install a plant for refining the products at a cost of several hundred thousand dollars.

Birmingham—Chartered: The Southern Auditing Co., with capital stock of \$10,000, by L. V. Clark, J. E. Stark, A. J. Camp and others.

Birmingham—Bobbin and Shuttle Factory. P. L. Lewis, 2506 First avenue, and associates contemplate erecting a small mill for manufacturing bobbins and shuttles for cotton mills.*

Blount—Coal Mine.—W. B. Reynolds of Montevallo has leased 2000 acres of coal land in Bibb county and will, with others, organize the Bibb County Mining Co. to develop the property. Proposed output will be 1000 tons per day. Contracts will be awarded for erection of fifty dwellings.

Brierfield—Cannery.—Efforts will be made to organize a company for the establishment of a cannery. Address C. G. Smith, Box 114.*

Cullman—Cotton Mill.—Eastern capitalists have submitted a proposition for the organization of a \$100,000 stock company to build a 5000-spindle mill in Cullman.

Huntsville—Shoe Factory.—Lowery & Son (colored) will establish a shoe factory.

Huntsville—Cotton Compress and Gin.—The Alabama Cotton Oil Co. has awarded contract for the construction of a \$25,000 cotton-gin and round-bale-compress plant to be operated in connection with its oil mill.

Montgomery—Warehouse, etc.—Chartered: The Montgomery Warehouse & Grain Elevator Co., by J. E. Hall of St. Louis, Mo.; E. A. Graham and R. H. Jones of Montgomery.

ARKANSAS.

Little Rock—Cotton-press Works.—The Southern Cotton Co., reported recently as incorporated, has for its purpose the manufacture of the Fordyce round-bale cotton press; capital stock \$2,000,000. Address John M. Taylor, Pine Bluff, Ark., treasurer.

Pine Bluff—Cold-storage Plant.—Nelson Morris & Co. of Chicago have leased building in Pine Bluff, and will improve it at a cost of \$3500 and equip it as a cold-storage plant.

Texarkana—Handle Factory.—The Texarkana Handle Co. will enlarge its factory.

Thornton—Planing Mill.—The W. R. Pearson Lumber Co. will place new machinery to repair damage caused by boiler explosion. Orders have been placed.

FLORIDA.

Jacksonville—Drug Company.—Flavius T. Christie, Frank C. Groover and Dr. W. H. Mook have organized the Christie-Groover

Drug Co. to conduct general drug business at 210 East Bay street.

Jacksonville—Furniture Company.—E. F. Clark (furniture dealer) has, with George A. Perkins and Ira T. Keeney, incorporated the E. F. Clark Company, with capital stock of \$100,000, to continue the business.

Tallahassee—Cotton-oil Mill.—G. N. Henson of Chattanooga, Tenn., recently reported to build a cottonseed-oil mill at Tallahassee, has, with others, incorporated the Tallahassee Cotton Oil Co., with capital stock of \$50,000.

Tampa—Mercantile.—The Phillips & Fuller Company has been incorporated to conduct a general grocery business by I. W. Phillips, W. R. Fuller, Jr., W. W. Carnes and associates; capital stock \$100,000.

Tampa—Foundry and Machine Shop.—The Tampa Foundry & Machine Co., reported recently as incorporated for the establishment of a foundry and machine shop, has purchased the plant of the Southern Iron Works and will consolidate it with its new plant; S. L. Varnadoe, president.

Tampa—Mercantile.—The Tampa Dry Goods & Clothing Co. has been incorporated to conduct a general dry goods and clothing business, with W. B. Henderson, president; J. W. Winn, vice-president; Henry Giddens, treasurer and general manager; capital stock \$50,000.

GEORGIA.

Atlanta—Furniture Factory.—The Ware Furniture Co., W. R. Ware, president, will rebuild its furniture factory, recently burned; new building will be four stories, 150x250 feet, and equipped with heaters, electric lights, fans, automatic sprinklers and the latest improved machinery, including engine and boiler of 250 horse-power each, contract for which has been awarded.

Augusta—Paving.—The city will pave Seventh street with 1200 yards of vitrified brick paving. Address "The Mayor."

Augusta—Arch.—J. W. Adams & Co. will receive contract at \$7649 for constructing the brick masonry arch across the third level of the canal on Fifteenth street.

Cassandra—Coal Mines.—Howard Bryan has found coal on his property and will develop same, as recently reported. Address at Dillon, Ga.

Clarksville—Telephone Company.—The Standard Telephone Co. will apply for charter and will construct telephone system.

Clarksville—Woodworking Factory.—A woodworking factory may probably be established. Address W. S. Erwin.

Clarksville—Tobacco Factory.—J. H. Hicks, S. M. Chestnut, W. D. Hill, W. S. Erwin and J. C. Edwards have incorporated the Clarksville Tobacco & Manufacturing Co. for the cultivation and manufacture of tobacco, etc.; capital stock is \$10,000, with privilege of increasing to \$50,000.

Columbus—Cannery.—John T. Davis, Jr., will establish a cannery.*

Cornelia—Telephone System.—The Cleveland & Cornelia Telephone Co. has been incorporated to construct telephone system from Cleveland to Cornelia, a distance of sixteen miles; J. J. Kinsey, Cleveland, president; Dr. D. A. York, Cornelia, vice-president; J. T. King, Cornelia, treasurer.

Fitzgerald—Saw-mill.—L. W. Hinton will rebuild his burned saw-mill.

Fitzgerald—Cotton Mill.—R. V. Bowen, John A. Phillips, Ben Drew, Wm. Fletcher, J. H. Williams and others are organizing a \$100,000 stock company for the erection of a cotton mill.

Griffin—Pants Factory.—E. Gresham and others will form a company for the establishment of a \$10,000 pants factory.

Griffin—Carpet Mill.—Efforts will be made to organize a \$250,000 stock company for establishing a carpet mill. Names of interested parties will be announced later.

Hollywood (P. O. at Clarksville)—Cannery.—The Hollywood Canning Co. has completed building and is installing machinery for cannery. Address W. S. Erwin.

Marietta—Paper Mill.—C. C. Whitcomb of Toledo, Ohio, has purchased for the bondholders the Marietta Paper Manufacturing Co.'s plant, including batting mill and water-works, for \$60,000. It is understood that the mill will be reorganized at once.

Pembroke—Saw-mill.—J. B. Brewton has leased and will operate the saw-mill and timber lands of the Pembroke Lumber Co.

Savannah—Refinery and Soap Factory.—

The Southern Cotton Oil Co., L. W. Haskell, manager, will rebuild its burned plant, as reported recently; refinery will be a three-story brick building 150x60 feet; soap factory will be three stories, 30x60 feet, with sides of corrugated iron; barrel factory will be a one-story shed 60x150 feet, with sides of corrugated iron; improvements will cost \$150,000.

KENTUCKY.

Elkton—Water-works.—Bids are asked until July 16 for the purchase of a franchise for water-works; L. A. Woodson, city clerk.

Louisville—Street Paving.—R. B. Park & Co. have received contract at \$40,000 for paving Frankfort avenue with asphalt.

Louisville—Laundry.—Carothers Bros. will establish a steam laundry at 316 Fourth avenue.

Louisville—Tobacco Factory.—H. N. Martin & Co., tobacco manufacturers, have incorporated with capital stock of \$200,000; incorporators, H. N., T. H. and J. R. Martin.

Louisville—Transfer Company.—Chartered: The Darragh Transfer Co., with capital stock of \$1000, by Alb. Darragh and others.

Louisville—Distillery.—Incorporated: The Combined Distillers of Kentucky, capital \$1,000,000, by G. Joffe, N. J. De Bra, both of Cincinnati, Ohio; L. H. Haas of Chicago, Ill.; L. W. Matthan, E. Mayer, both of St. Louis, Mo.

Louisville—Plow, etc., Factory.—The Brinly-Hardy Company, reported recently as incorporated, will manufacture the Brinly plows and cultivating implements. Company has purchased the entire property of the old corporation, Brinly, Miles & Hardy Co.

Marion—Lead, Zinc, etc., Mines.—The Rose Clare mine, in Crittenden county, being operated by John R. McLean of Washington, D. C., has a full equipment of machinery and a 60-ton concentrating mill for handling the lead and fluor-spar.

Marion—Lead, Zinc, etc., Mines.—The Evening Star mine, owned by Wheeling (W. Va.) capitalists, Gath Hearn, president; R. A. McCabe, secretary, and Thomas B. Hasse, general manager, has recently completed a new concentrating mill to handle lead, zinc and fluor-spar; has in operation one mill, milling by the dry process, handling eighty tons of ore daily.

Mt. Sterling—Ice and Electric-light Plants. The Mt. Sterling Water-Works Co., previously reported to construct a system of water-works, has purchased the ice factory and electric-light plant of J. M. Pickrell for \$38,000.

LOUISIANA.

Bayou Goula—Sugar Refinery.—The Cora refinery, burned several years ago, is being rebuilt. Address the Iberville Planting & Manufacturing Co.

New Orleans—Mercantile.—Chartered: The Charles Wirth Grocery Co., Limited, with capital stock of \$6000, by Charles Wirth and others.

New Orleans—Plaster Works.—The Royal Plaster Co., Limited, recently reported incorporated, will erect a factory for the manufacture of the plasters invented by T. W. Castleman, president of the company.

Ruston—Cotton Compress.—J. J. Lowery of Monroe, La.; H. W. Ragan of Ruston, La., and others will erect a 90-inch Morse cotton compress.

St. Joseph—Cotton-oil Mill and Ginnery.—A. Blanche, Sr., J. G. Blanche, G. S. Blanche, A. Blanche, Jr., J. C. Hamilton and others have incorporated the Tensas Cotton Oil Co., with capital stock of \$20,000, for establishment of a cottonseed-oil mill and ginnery.

MARYLAND.

Baltimore—Construction Company.—Albert H. Wehr, J. Gordon MacDonald, William C. Floyd and others have incorporated the Baltimore Construction Co., with capital stock of \$3000.

Baltimore—Fertilizer Factory.—Armour & Co., Chicago, Ill., have purchased site in Baltimore for \$75,000 and will build at once a \$1,000,000 plant for the manufacture of fertilizing products. The first building to be erected will be 200x500 feet and cost \$300,000, and the remainder of the \$1,000,000 will be expended as rapidly as possible. The output of the plant when completed will be 60,000 tons a year. The motive power will be electricity; J. Allen Moore, Eastern manager, temporary address care of Armour & Co., Howard and Camden streets, Baltimore.

Baltimore—Oil Company.—The Interna-

tional Oil Co. has been incorporated to deal in oil, etc., by Wyatt Owen, Robert R. Graf, Fayette R. Clark, Chas. B. Roper and Harry E. Garner; capital stock \$100,000.

Baltimore—Corn and Flour Mill.—Simon Edlavitch of Bladensburg, Md., will erect a three-story frame building 40x50 feet and equip as a flour mill with capacity of 125 barrels of flour, 200 bushels of cornmeal and the same amount of rye flour per day.

Baltimore—Shoe Company.—The Cash Shoe Co., Limited, has been incorporated, with capital stock of \$5000, by S. Proctor Brady and others.

Cumberland—Heating System.—Franchise has been granted to the Edison Electric Illuminating Co. to lay steam pipes to supply steam to private customers.

Cumberland—Steel Plant.—The Potomac Steel Co. has completed improvements to its plant, which include three new furnaces, complete new boilers, reconstruction of the receiving skids and hotbeds, new cold saw, rolls overhauled, etc.; cost of improvements between \$5000 and \$10,000.

Singerly—Cannery.—W. E. Robinson of Belair will establish a cannery at Singerly.

St. Michaels—Water-works.—The city has awarded contract to the Burdell Water Co. of Philadelphia, Pa., at \$10,870 for construction of its proposed water-works system.

MISSISSIPPI.

Columbus—Machinery Company.—The Columbus Machinery Co. has been incorporated, with capital stock of \$20,000.

Eupora—Chair Factory.—The Cleveland Chair Co. of Cleveland, Tenn., will establish a branch factory at Eupora.

Monticello—Bridge.—George H. Crafts of Atlanta, Ga., has contract at \$16,918 for construction of steel bridge across Pearl river at Monticello.

Seranton—Bridge.—Supervisors of Jackson county are preparing to award contract for construction of a steel bridge over Red creek. Contract will be awarded August 6.

Stonewall—Electric Plant.—The Stonewall Cotton Mills, T. L. Wainwright, secretary, will install an incandescent electric-light plant of 800 lights.*

Vicksburg—Sewerage System.—It has been decided by popular vote to issue \$300,000 of bonds for construction of the proposed sewerage system. Address "The Mayor."

MISSOURI.

Cartersville—Mining.—Chartered: The Norwood Mining Co., with capital stock of \$100,000, by W. B. Kane, Matt Zogg and J. C. Davidson.

Granby—Mining.—Chartered: The Wyoming Mining & Milling Co., with capital stock of \$20,000, by Thomas A. Wright, Jas. Fagan, L. O. Hoover and others.

Joplin—Zinc-smelting Company.—The Gushing Zinc Smelting Co., Limited, has been incorporated, with capital of \$5000, by Samuel S. Rapp, M. W. Gelsinger, A. F. Hodges, N. J. McAuliffe and others.

Kansas City—Grain Company.—The Rosenbaum Grain Co. has been incorporated, with capital stock of \$5000, by M. Rosenbaum and others.

Kansas City—Bakery.—Incorporated: The M. K. & T. Bread & Biscuit Co., capital \$125,000, by M. M. Broodwell of Kansas City, J. W. Harle, J. M. Ostrander, A. Wren, H. V. Brandenburg, all of New York city.

Moberly—Manufacturing.—Chartered: The J. Fassler Manufacturing Co., with capital stock of \$20,000, by Christian A. and John W. Fassler and J. H. Babcock.

Nevada—Flour Mill.—S. Frazier states that it is his intention to build a 50-barrel flour mill, as had been reported recently, and that no arrangements have been completed yet.

Springfield—Zinc Mines.—Incorporated: The Tulare Zinc Co., capital \$150,000, by E. Sampson, C. McGill, C. Busey, J. Brisco, J. L. Woods, all of Martinsburg, W. Va.

St. Louis—Steamship Company.—Incorporated: The Mexican-American Steamship Co., capital \$1,000,000, by H. P. Booth, C. R. Hudson, W. C. Caroon, E. W. How, A. G. Smith, all of New York city.

St. Louis—Mining.—The Sago Mining Co. has been incorporated, with capital stock of \$60,000, by F. B. Tait, W. H. Stewart, D. H. Shaw and others.

St. Louis—Paving, etc., Company.—The National Paving & Construction Co. has been incorporated, with capital stock of \$6000, by

Myron Warkley, P. W. Schneider and Louis A. Meyer.

St. Louis—Tool Company.—Chartered: The Roth Tool Co., with capital stock of \$30,000, by William Boehr, C. A. Roth and E. B. Roth.

NORTH CAROLINA.

Charlotte—Cotton Mill.—E. C. Barnhardt, T. M. Barnhardt and C. A. Misenheimer have incorporated the Barnhardt Manufacturing Co., with capital stock of \$50,000, for the establishment of a cotton mill. Plans have been prepared and erection of buildings commenced.

Enfield—Glinery, etc.—The Enfield Cotton, Ginning & Manufacturing Co. has been incorporated, with capital stock of \$3000, for establishing a three 70-saw ginnery; machinery has been purchased and installed; M. V. Barnhill, president and manager.

Raleigh—Medicine Company.—The Parker Manufacturing Co. has been incorporated, with capital of \$500, by Eugene Parker and others.

Sanford—Cotton Factory.—H. M. Holleman of Boston, Mass. (713 Tremont Temple), states that the cotton-factory project mentioned last week is as yet not settled. As soon as definite arrangements are completed the details will be announced.

Southern Pines—Water-works and Sewerage.—The city will construct water-works and sewerage systems, as lately reported; cost \$20,000. Plans not prepared, but surveys to begin at once and contracts awarded at earliest possible date. Address H. L. Thurston.

Statesville—Furniture Factory.—The Key & Co. Manufacturing & Distilling Co., Geo. E. French, secretary and treasurer, contemplates establishing a furniture factory.*

Trinity—Chair Factory.—The Dixie Chair Co. has been incorporated, with capital stock of \$10,000, by N. C. English, T. J. Finch, W. O. Harris, J. Parkin and others.

Whitsett—Broom and Furniture Factory.—The Clapp & Faust Co. (reported recently) is now placing machinery for the manufacture of brooms and broom-handles; capacity, 5000 handles and 5000 brooms per day. Company contemplates placing machinery next year for the manufacture of furniture.

Winston-Salem—Lumber Mill.—G. L. Miller is president and general manager; J. J. Leight, vice-president, and W. L. Harper, secretary and treasurer, of the Miller Bros. Co., reported during the week as incorporated for the manufacture of lumber, etc.

SOUTH CAROLINA.

Anderson—Fertilizer Factory.—The Anderson Fertilizer Co., reported recently as incorporated, will build a 15-ton per day capacity sulphuric acid plant; company will burn pyrites, grinding its own rock. Address Fred G. Brown.*

Anderson—Water-power Development.—The Anderson Water, Light & Power Co. has awarded contract to Geo. O. Tenney of Spartanburg, S. C., for an enlargement of its dam aggregating about \$70,000 worth of work.

Charleston—Cotton-oil Mill.—The Charleston Cottonseed Oil Mill, reported recently as organized for the erection of a 120-ton mill, is rapidly pushing work on its buildings, and will consume 20,000 tons of seed during the season. Address A. C. McFall, manager.

Columbia—Mercantile.—W. A. Johnson (conducting general grocery) has, with others, incorporated the W. A. Johnson Co., with capital stock of \$50,000.

Cowpens—Cotton-oil Mill.—The Cowpens Cotton Oil Co. has been incorporated, with capital stock of \$4000, by W. M. Webster, Wm. B. Patton, E. C. Webster and N. F. Moore.

Darlington—Oil Mill and Ice Factory.—The Darlington Oil & Ice Co., reported recently as chartered, has changed its name to the Pee Dee Oil & Ice Co. Address C. S. McCullough.

Greenville—Fertilizer Factory.—The Virginia-Carolina Chemical Co., S. T. Morgan, president, Richmond, Va., will rebuild and greatly improve its fertilizer factory at Greenville, recently reported burned.

Greenville—Bakery.—Perry S. Haynes & Co. have established a bakery.

Greenville—Sewerage.—The city will hold an election on August 15 to decide the issuance of \$15,000 of bonds for extending its sewerage system. Address "The Mayor."

Johnston—Cotton Mill.—The Johnston Cotton Mill has been incorporated, with capital stock of \$50,000, by S. J. Watson, D. T. Ouzts, B. F. Lewis, H. W. Crouch, W. D. Holland and others to erect cotton factory.

Sumter—Cotton-oil Mill.—The Sumter Cotton Oil Co. has increased its capital stock from \$100,000 to \$250,000.

TENNESSEE.

Chattanooga—Cotton Mill.—The Vance Cotton Mill Co. has put in several new machines.*

Chattanooga—Glass Factory.—David Wright of Findlay, Ohio, states that there is no truth in the published announcement that he would establish a glass factory in Chattanooga.

Covington—Street Improvement.—The city will issue \$10,000 of bonds for street improvement. Address "The Mayor."

Crossville—Coal Mines.—The Campbell Coal Co., lately reported, is making general improvements necessary to start a mine with capacity of 500 tons daily. The company begins with a paid-up capital of \$40,000, with the intention of enlarging as the demands require. For full information address R. O. Campbell, No. 40 North Broad street, Prudential Building, Atlanta, Ga.

Fayette County—Stave and Heading Factory.—The Southern Stave & Heading Co., Somerville, Tenn., has purchased 11,000 acres of timber lands in Fayette county, and has removed its stave and heading factory to that county; capacity is 80,000 staves per week.

Fayetteville—Cotton Mill.—The Elk Cotton Mills, previously reported incorporated, etc., has begun the erection of its mill, which will have a capacity for 8000 spindles, installing at the start 4000; C. B. Bagley, general manager.

Jackson—Crematory.—The city has authorized the issuance of \$10,000 of municipal bonds for the erection of a crematory. Address "The Mayor."

Knoxville—Hat-rack Factory.—Frank S. Atkin & Co. have erected a new factory building, and will remove its hat-rack plant to the new building at once.

Knoxville—Zinc Mines.—A local syndicate has secured control of the Buffat zinc property, and will organize a company for extensive developments. James C. White is interested.

Knoxville—Gold Mine.—A deposit of gold-bearing quartz has been discovered on the property of G. W. Walker at Shower Mills, and a company will probably be organized to operate same.

McMinnville—Woodenware Factory.—J. D. Elkins, J. H. Elkins, J. B. Biles, A. B. McClintz and others have incorporated the Elkins-McClintz Company, with capital stock of \$10,000, for the manufacture of woodenware.

Memphis—Coffin Factory.—The Terre Haute Casket Co., Terre Haute, Ind., will remove its coffin and casket factory to Memphis.

Memphis—Packing Plant.—R. H. Bransford, J. P. Brennan, R. W. Miller, Hamilton Parks and E. T. Kirkpatrick have incorporated the Bransford-Brennan Co., with capital stock of \$100,000.

Memphis—Fertilizer Factory.—The Virginia-Carolina Chemical Co., Richmond, Va., states that it will build a \$100,000 fertilizer factory at Memphis, as lately reported. Site has been purchased and arrangements are being made to build promptly; Chas. E. Borden, general manager manufacturing department, Richmond, Va.

Nashville—Viaduct.—The city council has passed a bill providing for an appropriation of \$50,000 for improving the Board and Church street viaduct. Address "The Mayor."

Sheffield—Water-works.—The city will issue \$75,000 of bonds for construction of a system of water-works. Address "The Mayor."

Winchester—Water-works System.—H. H. Horton, M. W. Whitaker, G. Bail, Walter Meisher and Charles Lain have incorporated a company to build a system of water-works. \$3000 of bonds will be issued.

TEXAS.

Alvin—Brick and Tile Works.—Efforts are being made to locate a brick and tile works. Address W. B. Bair.

Alvin—Cannery, etc.—M. McCollum and others of Bethany, Mo., will establish the cannery, pickling and preserving works at Alvin, lately reported.

Austin—Electric-power Plant.—The Austin Rapid Transit Street Railway Co. will build a power-house.

Beaumont—Lumber Mill.—C. R. Cummings of Houston, Texas, is investigating with a view of establishing a hardwood lumber mill in Beaumont.

Beeville—Electric-light and Power Plant.—Chartered: The Beeville Light Co., with capital stock of \$10,000, for the establishment of an electric-light and power plant; incorporators, P. H. Swearingen, Benj. Dubinski and S. J. Brooks.

Beeville—Water-works.—The Beeville Water Co. has been incorporated by P. H. Swearingen, Benj. Dubinski and S. J. Brooks, with capital stock of \$20,000, for construction of a system of water-works.

Camden—Telegraph Company.—The Vinton County Telegraph Co. has been incorporated, with capital of \$2000, by G. W. Baker, H. A. Caraway, W. A. Weldon and others.

Denison—Hosiery Mill.—F. J. and C. A. Deputy of Atlanta, Ga., and local capitalists have formed the Gate City Hosiery Mill for the establishment in Denison of a hosiery mill with daily capacity of 300 dozen pairs of hose.

Ennis—Gin.—Chartered: The Ezell Gin Co., with capital stock of \$10,000, by D. M. Ezell, Guy Youngston and E. E. Ezell.

Erin—Telephone Company.—Chartered: The Houston County Telephone Co., with capital of \$2500, by J. M. Gooly, J. W. Broaden, W. R. Boone and others.

Fort Worth—Granite Company.—Incorporated: The Llano Granite Co., capital stock \$10,000, by Elmer Armstrong, James T. Pulliam and L. S. Sutton.

Galveston—Elevator, etc., Company.—Chartered: The Hanna & Leonard Elevator & Warehouse Co., with capital stock of \$40,000.

Galveston—Dredging.—Charles Clark & Co. have received contract at \$342,330 for dredging Galveston and Buffalo bayou ship channel.

Gatesville—Cotton-oil Mill.—The cottonseed-oil mill reported previously to be built at a cost of \$30,000 will be operated by the Gatesville Oil & Cotton Co., incorporated with capital stock of \$40,000 by J. B. Cox, C. E. Wilson and Y. S. Jenkins.

Hillsboro—Grain and Elevator.—The Hillsboro Grain & Elevator Co. has been incorporated by S. B. Locke, T. F. Thompson and A. Thompson; capital stock \$10,000.

Hillsboro—Cotton Mill.—The Hillsboro Cotton Mills, mentioned last week, will have 5000 ring spindles, 130 looms, 300-horse-power steam plant, electric-lighting equipment and fire-protection apparatus. Architects are invited to submit plans and detailed specifications for a building to accommodate the machinery. A. L. Lowrey, president, can be addressed.*

Honey Grove—Milling.—The Galbraith Milling Co. has been incorporated, with capital stock of \$30,000, by John A. Pierce, Albert Galbraith, B. F. Floyd and others.

Houston—Cannery.—George Hill, manager of the Austin (Texas) Canning Factory, is investigating with a view of establishing a cannery in Houston.

Itasca—Electric Plant and Ice Factory.—James W. Hockaday will install two 30-kilowatt dynamos, direct-current, moderate speed, 110-volt; will also install an ice plant of five to ten tons capacity.*

Lancaster—Grist Mill.—The Lancaster Milling Co. has been incorporated, with capital stock of \$25,000, for the establishment of a grist mill, by R. P. Henry, K. L. White, W. L. White and others.

Lindale.—Chartered: The Lindale Growers and Shippers' Union, by E. J. Luke and others.

Marshall—Shops.—The Texas & Pacific Railway Co. is building new freight shops at Marshall. Company has also three steam shovels at work reducing grades, strengthening banks and filling trestles where waterways are not needed; L. S. Thorn, general manager, Dallas, Texas.

McKinney—Cotton-oil Mill.—The McKinney Cotton Oil Co. has amended its charter, increasing capital stock from \$60,000 to \$100,000.

Mineola—Water-works.—H. M. Cate and John F. Yarborough have been granted franchise for construction of a system of water-works.

Paris—Cotton Company.—The Paris Cotton Co. has been incorporated for the purchase and sale of cotton, by Robert Gemmell of New York, A. H. O'Neill and Harold S. Forwood of Liverpool, England; capital stock \$25,000.

Port Arthur—Rice Mill.—It is reported that Charles G. Gates and Isaac Ellwood of Chicago, Ill., have awarded contract to H. C. Lindley for the erection of mill buildings at Port Arthur for a \$50,000 rice mill with daily capacity of 400 sacks.

San Antonio—Publishing.—Chartered: The Dispatch Publishing Co., with capital stock of \$5000, to conduct general printing and publishing business, by C. W. Woodman and others.

Smithville—Cotton Compress.—E. A. Black, J. Z. Miller, both of Belton, Texas, and C. R. Gaskill of Smithville are the incorporators of the Smithville Compress Co., recently reported; capital stock will be \$40,000.

Waco—Grain Company.—Chartered: The

Seley-Early Grain Co., with capital stock of \$100,000, to construct and operate grain elevators, wharves, warehouses, etc., by W. W. Seley, Eugene Early and E. G. L. Weinbusch.

Wills Point—Cotton-oil Mill.—The Wills Point Cotton Oil Co. has been incorporated, with capital stock of \$35,000, by W. E. Easterwood, J. D. Crawford, P. A. Morris and others.

VIRGINIA.

Alexandria—Shipbuilding Plant.—It is claimed that the Trigg Shipbuilding Co. of Richmond, Va., will build a \$2,000,000 plant in Alexandria, provided the citizens will subscribe \$1,000,000 towards the enterprise.

Berkley—Manufacturing.—Chartered: The Jones & Wallace Co., to conduct a general merchandise and manufacturing business; capital stock from \$5000 to \$10,000. B. J. Jones is president; Matt M. Tunis, vice-president; Joseph A. Wallace, secretary and treasurer.

Berkley—Transportation.—The Berkley & South Norfolk Railroad & Terminal Co. has been incorporated to conduct general transportation business. W. W. Tunis of Norfolk is president; W. L. Berkley, vice-president; Matt M. Tunis, secretary and treasurer; capital stock from \$5000 to \$10,000.

Big Stone Gap—Extract Plant.—The United States Leather Co. of New York is erecting the extract plant at Big Stone Gap reported recently. Contracts have been placed for battery of boilers, which will generate 1250 horse-power, to be increased later to 2500 horse-power. 500-horse-power engine will be installed to operate the machinery, including the clippers, to prepare the wood for the leaches, of which there will be forty. Herbert L. Moore is local manager.

Danville—Publishing.—The Free Press Publishing Co. has been incorporated, with R. L. Dibrell, president; W. P. Hodnett, vice-president; J. G. Claiborne, manager; capital stock \$5000 to \$10,000.

Etter—Saw-mill.—Dr. J. E. Tarter and William M. Whitman have purchased timber lands and will erect saw-mills for developing the property.

Front Royal—Tapestry Mill.—The Royal Tapestry Co. (recently reported as incorporated with capital stock of \$30,000 for establishing a tapestry mill) has secured building and will operate forty looms by August 1; building can accommodate from 175 to 200 looms; Irving A. Buck, president, care Buck, Richards & Co., Bridesburg, Philadelphia, Pa.

Lynchburg—Wagon Works.—The Thornhill Wagon Co. has been incorporated, with B. P. Thornhill, president; T. E. Murrell, vice-president, and John M. Otey, secretary and treasurer; capital stock is \$25,000. The Thornhill Wagon Works were burned several months ago and reported to be rebuilt at an early date.

Newport News—Pottery.—Geo. C. Murphy & Co. of East Liverpool, Ohio, state that they have made no positive arrangements regarding the establishment of a pottery at Newport News, lately reported, and the probabilities are at the present time that they will not do so.

Norfolk—Glass Factory.—New Jersey parties are corresponding with Secretary Dawes of the Board of Trade relative to establishing a glass factory in Norfolk.

Norfolk—Lubricating Plant, etc.—The Wilten Manufacturing Co. has been incorporated to manufacture and compound animal, vegetable and mineral tankage and by-products collateral thereto and for refining lubricating oils and greases. Ivor A. Page is president; Henry Wilten, vice-president; E. A. Krise, secretary and treasurer.

Oak Level.—Kaolin Mines.—J. W. Miles has discovered kaolin on his property and will develop.*

Radford—Electric-power Plant.—The plants of the Radford Electric Light & Power Co. and the Radford Electric Railway have been consolidated under one management. The water-power about three miles from Radford will be utilized and a complete new electrical equipment installed; T. L. Pickle, superintendent.*

White Hall—Gold and Copper Mine.—William O. Gantz, 52 Broadway, New York, has purchased the London and Virginia gold and copper mine at White Hall, as recently reported, and contemplates erecting a cyanide plant capable of handling fifty tons per day; also a plant for chlorination of concentrates of the same capacity.*

WEST VIRGINIA.

Belington—Bracket Company.—C. J. Harris of Dillsboro, R. A. Gilleland, F. A. Sloan and others of Belington have incorporated the Harris Pines Bracket Co.

Cameron—Gas and Oil Company.—The Cameron Gas & Oil Co. has been incorpo-

rated, with authorized capital of \$500,000, by J. W. Dunlevy, T. C. Pipes, Wm. M. Norvell and others.

Cannelton—Coal and Coke Company.—The Raven Coal & Coke Co. has been incorporated by C. B. Sharp and C. C. Sharp of Corning, Ohio; T. F. O'Neal of Columbus, Ohio; F. Hornan of Cannelton, W. Va., and others.

Charleston—Electric-light Plant.—The city will hold an election to decide the issuance of \$25,000 or \$30,000 of bonds for the establishment of an electric-light plant. Address "The Mayor."

Fayetteville—Coal Mines.—The Fire Creek Coal Co. has been incorporated by T. Mason Miller, Jr., Alfred Joffe, John Scott and others of Staunton, Va., for the operation of coal lands on Fire creek; authorized capital \$200,000.

Franklin—Tannery.—The Franklin Tannery Co. is enlarging its plant.

Huntington—Picture-frame Factory.—Chartered: D. E. Abbott & Co., for the manufacture of picture-frames; authorized capital, \$100,000; incorporators, D. E. Abbott, A. T. Higgins, H. M. Ensign and others.

Monongah—Coal Company.—The Middleton Coal Co. has been incorporated, with authorized capital of \$100,000, by J. N. Camden, Wm. Armstrong, Isaac D. Davis and others, all of Parkersburg, W. Va.

Piedmont—Automobile Company.—Stephen L. Pagenhardt of Westernport and associates have organized a company for the establishment of an automobile factory at Piedmont.

Ravenswood—Electric-light Plant.—The city has granted franchise to C. E. Childester of Parkersburg for erection of an electric-light plant and awarded him contract for municipal lighting.

Schultz—Telephone Company.—The United Telephone Co. has been incorporated, with authorized capital of \$50,000, by E. P. Nole, J. W. H. Carnell, J. C. Ruckman, W. W. Williamson and others.

Wheeling—Coal and Coke Company.—Incorporated: The New Glendale Coal Co., capital \$300,000, by H. V. Brandenburg, J. W. Harle, J. M. Ostrander, E. Tibbitts, A. Wren, all of New York city.

BURNED.

Baltimore, Md.—Moore & Brady's packing plant, damaged to the extent of \$40,000.

Boggy, Ark.—Big Pine Lumber Co.'s saw-mill; estimated loss, \$25,000.

Fitzgerald, Ga.—L. W. Hinton's saw-mill.

Lumberton, N. C.—Southern Saw-Mill & Lumber Co.'s saw-mill; loss \$50,000.

Owensboro, Ky.—Marsden Cellulose Company's factory damaged to extent of \$25,000.

St. Louis, Mo.—St. Louis Wooden Pump & Pipe Co.'s pump factory, owned by Leo R. Buder, 20-23 Park avenue; estimated loss, \$25,000.

BUILDING NOTES.

Ashtand, Ky.—Warehouse and Store Building.—D. G. Putnam, superintendent Ashland Coal & Iron Railway Co., will receive sealed proposals until July 18 for erection and completion of a two-story brick and stone warehouse and store building. Bids will be considered for the entire work or any part of the labor or material needed in the erection of same, according to plans and specifications by J. R. Gleske, Ceredo, W. Va., copies of which may be seen at above office or office of architect. Usual rights reserved.

Atlanta, Ga.—Temple.—The Atlanta Masonic Temple Co., Hoke Smith, president, is having plans made for the erection of a \$75,000 temple.

Atlanta, Ga.—Building.—Contract has been awarded for the erection of the 14-story Empire Building, previously reported. Address H. M. Atkinson.

Baltimore, Md.—Factory Building.—Patrick L'Estrange will erect a factory building. Address 540 North Calvert street.

Baltimore, Md.—Business Building.—Morrow Bros. have received contract for the erection of the addition to Hoshild, Kohn & Co.'s building, to cost \$85,000.

Beaumont, Texas.—Postoffice.—Contract has been let to Van Wormer & Greeves for temporary postoffice premises; to be two-story, of brick, with fire and burglar-proof safe and vault.

Bennettsville, S. C.—School.—Wilson & Edwards, 1416 Main street, Columbia, S. C., have prepared plans for school for Mrs. G. H. Beckwith at Bennettsville.*

Blocton, Ala.—Dwellings.—Bibb County Mining Co. will contract for erection of fifty

dwellings. Address W. B. Reynolds, Montevallo, Ala.

Chattanooga, Tenn.—School Building.—The erection of a \$50,000 high school building is talked of. Address "The Mayor."

Clarksburg, Ga.—Jail.—Bids were opened July 10 for erecting a brick or stone room adjoining the jail, two stories, 22x22 feet; bids were opened at the same time for steel cells and cage, hot-air heater, etc. Address W. D. Hill, ordinary.

Columbia, S. C.—Dwellings.—Fingal C. Black of Charlotte has made plans for thirteen dwellings to cost \$1200 each at Columbia.

DeArmanville, Ala.—Courthouse.—A new courthouse will be erected. Address "County Clerk."

DeFuniak Springs—Church.—The Methodist Episcopal congregation is building a church. Address W. M. Croman, pastor.*

Fitzgerald, Ga.—Church.—The Methodist Episcopal congregation will build a new church 32x80 feet. Address "The Pastor."

Fort Worth, Texas—Warehouse.—Winfield Scott is building a \$32,000 warehouse.

Fort Worth, Texas—Storehouse.—Howard Messer has let contract for a two-story pressed-brick storehouse 100x100 feet to cost \$20,000.

Greensboro, N. C.—Office Building.—Chas. D. Benbow will erect a four-story building 55x150 feet, either for a hotel or office structure.

Greenville, S. C.—F. W. Poe Manufacturing Co. has awarded contract to Nicholas Htner of Atlanta, Ga., to build 350-foot extension four stories high to its present mill; cost \$30,000.

Harmony Grove, Ga.—Depot.—The Southern Railway Co. will build freight and passenger depot; Frank S. Gannon, general manager, Washington, D. C.

High Point, N. C.—Auditorium.—Hayden, Wheeler & Schwend of Charlotte, N. C., are making plans for a \$10,000 auditorium at High Point.

Hillsboro, Texas—Cotton-mill Building.—A. L. Lowrey, president Hillsboro Cotton Mills, invites competitive plans and detailed specifications on two-story mill building, with concrete foundation, to cover the following demands: 5000 ring spindles, 130 looms, 300-horse-power boiler, 275-horse-power engine, brick smokestack, cast-iron plintles and wall plates; building to have also automatic sprinklers and electric lights; and separate building for power. Architects are asked to state cost of plans, if accepted, both with and without supervising construction. Most modern plans only are wanted.

Laurens, S. C.—Office Building.—Wilson & Edwards, 1416 Main street, Columbia, S. C., have prepared plans for office building at Laurens for the Laurens Manufacturing Co.*

Louisville, Ky.—Office Building.—Work will begin at once on the proposed 10-story office building of James Ross Todd, plans for which were prepared by Clarke & Loomis; to be 74x42 feet and fireproof.

Marlin, Texas—Hotel.—M. Levy has awarded contract to J. M. Brown at \$64,000 for erection of his proposed hotel. It will contain electric-light plant, ice plant and all other conveniences.

Marlin, Texas—Depot.—The Calvert, Waco & Brazos Valley Railroad has awarded contract to J. W. Robinson for erection of its proposed \$10,000 depot at Marlin.

McMinnville, Tenn.—Bank Building.—The People's Bank has purchased site for \$6000 and will build a store building and bank.

Mobile, Ala.—Church.—Charles E. Cassell of Baltimore, Md., has completed plans for a rectory for St. Anthony's Catholic Church at Mobile. It will be of frame, 75x40 feet, and cost \$6000.

Monroe, N. C.—School.—Hayden, Wheeler & Schwend of Charlotte, N. C., are preparing plans for graded school at Monroe to cost \$8000.

Montgomery, Ala.—Church.—A new church will be erected. Address Fred S. Ball, chairman building committee.

Navasota, Texas—City Hall.—The city contemplates the erection of a city hall; D. L. Peoples, mayor.

Newport News, Va.—Church.—The Second Baptist congregation will build a new church. Address "The Pastor."

Norfolk, Va.—Hotel.—C. W. Fentress, who recently purchased the Hotel Norfolk, will remodel same. Work will be commenced at once by C. R. Paulette in accordance with plans and specifications of J. K. Peebles.

Pelzer, S. C.—Hotel.—Wilson & Edwards, 1416 Main street, Columbia, S. C., have prepared plans for hotel at Pelzer, to contain electric bells and all modern improvements.*

Quitman, Ga.—Warehouse.—The South Georgia Railway Co. will build a two-story brick and granite warehouse 50x200 feet; Z. W. Oglesby, general superintendent, Hartspine, Ga.

Shreveport, La.—Club Building.—The Shreveport Athletic Association has purchased site for \$4250 and will erect at once a club building.

South Boston, Va.—Masonic Temple.—Wm. P. Rose of Raleigh, N. C., has prepared plans for the proposed \$18,000 Masonic Temple building at South Boston.

St. Petersburg, Fla.—Residence.—Mrs. Caroline Williams of Bartow has awarded contract to Henry & Allison for erection of a residence in St. Petersburg.

Sumter, S. C.—Church.—Wilson & Edwards, 1416 Main street, Columbia, S. C., have prepared plans for the Mt. Pisgah Methodist Church at Sumter.*

Tampa, Fla.—Residence.—W. W. Crane has awarded contract to Edenfield & Jotson for erection of his proposed \$15,000 dwelling.

Terra Alta, W. Va.—Church.—The Methodist Episcopal congregation is erecting a \$10,000 church. Address "The Pastor."

Thomas, W. Va.—Office Building.—George Flack Sansbury of Cumberland, Md., has prepared plans for office building at Thomas for the Davis Coal & Coke Co., two stories, with fireproof vaults, hardwood finish and modern plumbing and steam heat, constructed of brick, with terra-cotta and stone trimmings and slate roof.

Thomasville, N. C.—Orphanage.—Hayden, Wheeler & Schwend of Charlotte are preparing plans for one new building and for remodeling two buildings for the Baptist Orphanage at Thomasville.

Union Springs, Ala.—Residence.—Henry Rosensteel is building a residence.*

Vicksburg, Miss.—City Hall.—The city has decided to issue \$50,000 of bonds for erection of its proposed city hall. Address "The Mayor."

Waco, Texas—Educational.—Chartered: The Douglas-Schuler School, with capital of \$3000, by S. A. Douglass and others.

Washington, D. C.—Prison.—C. A. Didden is preparing plans for the \$100,000 prison included in the municipal buildings provided for by the last Congress. It will be four stories and basement, 72x72 feet, with wings 52x130 feet; each wing will contain 144 steel cage cells, etc. Address John B. Brady, inspector of buildings.

Washington, D. C.—School.—Sealed proposals will be received at the office of Henry B. F. MacFarland, John W. Ross and Lansing H. Beach, commissioners, District of Columbia, Washington, D. C., until July 28 for constructing a manual-training school building. Blank forms of proposals and specifications, together with all necessary information, can be obtained upon application at the office inspector of buildings, and bids upon these forms only will be considered; usual rights reserved.

Washington, D. C.—Buildings.—Permits issued to Luke C. Strider for three-story dwelling, with mansard roof, hot-water heat, to cost \$11,000; Thomas C. Henderson, three-story dwelling, with hot-water heat, bay windows, tin roof, cost \$4500; Ray E. Midguth, three dwellings, with pressed-brick fronts, furnace heat, tin roof, bay windows, cost \$9000; Mt. Moriah Baptist Church, addition to cost \$3500; Joseph E. Willard, office building, one-story, stone and granite, flat tile roof, steam heat, cost \$60,000; trustees Washington Public Library, library building, brick and stone, to cost \$300,000; Collins & Gaddis, eight dwellings, with pressed-brick fronts, hot-water heat, flat tin roof, etc., to cost \$26,800; Fannie H. Caldwell, alterations and repairs, cost \$7500; John Cook, trustee, four dwellings, two stories, of red brick, with tin roof, cost \$6400; John H. Walter, trustee, five two-story dwellings to cost \$12,000; Mary L. Heintzelman, dwelling to cost \$4000.

Waxahachie, Texas—Educational.—Chartered: The Texas College, with capital stock of \$8000, by M. R. Templeton and others.

West Point, Ga.—Depot.—The Atlanta & West Point Railroad Co. will erect a freight depot at West Point; George C. Smith, general manager, Atlanta, Ga.

Wharton, Texas—Hotel.—A large brick hotel will be erected. Address Van Vleck Townsate Co.

Wilmington, N. C.—Office Building.—J. R. Kenly, general manager Atlantic Coast Line Railroad Co., will open bids July 21 for the erection of a three-story brick addition to general office building; bids are to include all labor and materials. Plans and specifications can be seen at the office of engineer of roadway. Usual rights reserved.

RAILROAD CONSTRUCTION.

Railways.

Atlanta, Ga.—It is stated that the Atlanta & West Point Railroad Co. has determined to relay about thirty miles of its track with 80-pound rails at once. George C. Smith of Atlanta is president of the company.

Berkley, Va.—The Berkley & South Norfolk Terminal Railway Co. has been organized by W. W. Tunis and others to build a railroad in the suburbs of Berkley, which will connect with the belt line in the suburbs of Norfolk and Portsmouth. The company is capitalized at \$10,000.

Chester, S. C.—Preliminary surveys have been completed for the extension of the Carolina & Northwestern Railroad from its present terminus, Lenoir, N. C., to Butler, Tenn., a distance of about thirty-six miles. It is understood that the entire length of the extension will be sixty miles. L. T. Nichols at Chester may be addressed.

Dahlonega, Ga.—Mr. J. W. Adams of Dahlonega, one of the promoters of the proposed railroad between Dahlonega and Gainesville, Ga., made a proposition to the city authorities to build the line into Gainesville if the city will give the company right of way and a bonus of \$10,000.

Dallas, Texas.—In a letter to the Manufacturers' Record L. S. Thorne, vice-president of the Texas & Pacific Railway Co., writes that the company is now laying 5000 tons of 75-pound rail on its eastern division; also making a number of other extensive improvements.

Elkton, Md.—It is announced that Messrs. Deegan & Co. of Philadelphia have made a subscription representing the entire capital stock of the Cherry Valley, Elkton & Chesapeake City Railroad Co., and that construction work will begin in the near future. Henry H. Brady at Chesapeake City is president of the railroad company.

Fitzgerald, Ga.—The business men of Fitzgerald have appointed a committee, which includes T. S. Price and C. M. Wise, to secure a right of way for the proposed extension of the Waycross Air Line to Fitzgerald.

Fort Worth, Texas.—It is reported that the International & Great Northern road is to be extended to Fort Worth this year. Work is now in progress to Anderson and Bryan, Texas. Leroy Trice at Palestine is vice-president.

Fulton, Ky.—D. Sloan, chief engineer of the Illinois Central Railroad Co., writes the Manufacturers' Record that the company is now constructing a second track between Fort Jefferson and Fulton, Ky., and that all of the contracts have been let and the rails ordered.

Grafton, W. Va.—Charles R. Durbin of Grafton, one of the promoters of the proposed road between Grafton and Simpson, W. Va., writes the Manufacturers' Record that it will be built to develop coal lands in this section of the State, but that nothing has been done as yet towards arranging for its construction.

Harrisonburg, Va.—DeWitt Smith of 141 Broadway, New York, is authority for the statement that surveys are now being made for an extension of the Chesapeake & Western Railroad from its present terminus. The construction of the extension will depend upon the report of the engineer.

Hollins, Ala.—The Sample Lumber Co. informs the Manufacturers' Record that the extension of the Hollins, Hedlin & Sylacanga Railroad, recently referred to, will be utilized for lumbering purposes. Arrangements have been made to secure the necessary rails and equipment. The extension will be about six miles in length.

Knoxville, Tenn.—It is reported that the Tennessee Central Railroad Co. is negotiating for the control of the Knoxville & Bristol Railroad with the view of making a connection with it and extending it to Bristol, as originally intended. Jere Baxter at Nashville, Tenn., is president of the Tennessee Central.

Laurel, Miss.—The Kingston Lumber Co. has completed about eight miles of its line between Laurel and Bay Springs during the present year. It expects to complete this line within the next six months. It will be thirty miles in length. The road is being laid with 50-pound rails. J. Jungk is president, and F. W. Pettibone, superintendent.

Meridian, Miss.—The Meridian & Eastern Railroad Co. has been organized to build a line from Meridian to a point on the Tombigbee river.

Mobile, Ala.—It is announced that Messrs. C. D. Smith & Co. of Birmingham have secured the balance of the contract for the extension of the Mobile, Jackson & Kansas City road to Jackson, Miss., a distance of

125 miles. It is understood that work is to begin immediately. S. B. Merrill at Mobile is general manager of the railroad company.

Morgantown, W. Va.—It is announced that about nine miles of the Central of West Virginia Railroad have been completed between Morgantown and Reedsville. The total distance is eighteen miles. George M. Whitescarver is vice-president of the company.

Mt. Vernon, Ky.—It is reported that a syndicate of business men of Richmond are interested in a railroad about ten miles long being built in the Brush Creek valley to develop coal land in that section of the State.

Nashville, Tenn.—It is reported that the Tennessee Central Railway Co. is making arrangements to construct several short branches to coal property adjacent to the main line of the road. It is stated that the branches will be from three to six miles in length, and that eight or ten will be built. Jere Baxter of Nashville is president of the railroad company.

New Braunfels, Texas.—It is stated that Henry Land of New Braunfels is interested in a railroad from this town to Marion, Texas, a distance of eight miles. Surveys are to be made at once.

Norfolk, Va.—Work is nearly completed upon the Norfolk & Sewell's Point Electric Railway, and it will be open for operation by August 1. It is nine miles in length. D. Lowenberg at Norfolk is president of the company.

Richmond, Va.—The Atlantic Coast Line Railroad Co. has determined to construct about three miles of track in Greensville county, Virginia, and will receive bids until July 21. E. T. D. Myers of Richmond is general superintendent.

Ronceverte, W. Va.—The Greenbrier Valley branch of the Chesapeake & Ohio Railroad, it is reported, has been completed a distance of twenty-six miles, while the balance of the line, seventy miles in extent, is being graded. William A. Hankins is chief engineer.

Snickersville, Va.—The extension of the Southern Railway from Round Hill to Snickersville has been completed.

Spartanburg, S. C.—A plan is under way to build a railroad between Spartanburg and Clinton, on the Seaboard Air Line, a distance of about thirty miles. It is reported that T. B. Thackston and Hon. John Gary Evans are interested in the plan, and that it will be a branch of the Seaboard Air Line if built.

Suffolk, Va.—It is reported that the plan to build a railroad between Suffolk and Elizabeth City, N. C., has reached a point where surveys will be made in the near future. The distance is about thirty-five miles. J. Walter Hosler of Suffolk is one of the principal promoters.

Thomasville, Ga.—The directors of the Tifton, Thomasville & Gulf Railroad Co. have decided to extend the line to Tallahassee, Fla., immediately. The road is at present in operation between Tifton and Murphy, a distance of thirty-six miles. H. M. Atkinson of Atlanta is president of the company.

Velasco, Texas.—It is stated that work will soon begin upon the railroad to be built by the State authorities from the property which the State owns to the Brazos river. J. W. Maxey of Houston, Texas, is engineer in charge.

Wheeling, W. Va.—Bids are being received from contractors for constructing the proposed Pittsburgh, Connellsville & Wheeling Railroad, which is to be operated between Wheeling and Millboro, Pa., by way of Waynesburg. It is stated that the line will be laid with 55-pound rails, and will be sixty-four miles long. Charles Weaver of Mountsville is vice-president of the company.

Wise, Va.—It is stated that M. B. Dotson of Wise is promoting a railroad line in Wise county which will be about twenty miles in length and traverse coal lands in that section of Virginia.

Street Railways.

Asheville, N. C.—The Asheville Street Railway Co. has asked for a franchise to extend its line into several towns in the suburbs between Asheville and Biltmore.

Jacksonville, Fla.—W. A. Bisbee has applied for a franchise to build an electric street railroad in the city and suburbs.

Knoxville, Tenn.—It is reported that the Knoxville Traction Co. has under consideration several extensions of its electric line in the suburbs. C. C. Howell is general manager.

Little Rock, Ark.—The city council has determined to advertise for bids before awarding the franchise to build a street railroad line in Little Rock. A. D. Thomas is one of the committee in charge.

Valdosta, Ga.—Work has commenced upon the street railroad line to be built in Valdosta. George R. Scringham is superintendent of construction.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Acid Plant.—See "Fertilizer Factory."

Agricultural Machinery.—F. T. Jones, Spartanburg, S. C., wants to correspond with wheat-drill manufacturers.

Bevel Gears.—See "Tubing."

Bobbin and Shuttle Machinery.—P. L. Lewis, 2506 First avenue, Birmingham, Ala., wants to purchase machinery for the manufacture of bobbins and shuttles.

Boiler and Engine.—R. E. Grant, Middleport, Ohio, wants 30-horse-power portable engine and boiler.

Boiler and Engine.—E. G. Smith, 134 North Third street, Columbia, Pa., will be in the market for a 10 or 15-horse-power engine and 15 or 20-horse-power boiler, both horizontal.

Boiler and Engine.—Parties who recently wrote to H. Etheridge, Saluda, S. C., regarding sale of three to five-horse-power engine and boiler complete, upright, second-hand, will please write again to Hammond Etheridge, as the other mail was received by wrong party and destroyed.

Bridge.—A. R. Zollicoffer, Weldon, N. C., will receive sealed bids until July 16 for construction of abutments to the iron bridge across Chockayotte creek, near Weldon. Certified check for \$100 must accompany each bid.

Bridge.—Sealed bids will be received at office of chancery clerk, Vicksburg, Miss., until August 6 for building a wooden bridge across Willow bayou, according to plans and specifications on file in office. Bond required and usual rights reserved; J. D. Laughlin, clerk.

Bridge.—Sealed bids will be received until August 6 at the office of the chancery clerk, Vicksburg, Miss., for constructing a steel bridge over the A. & V. Ry. at One-Mile Crossing on Road No. 90, according to plans and specifications on file; bond required; J. D. Laughlin, clerk.

Broom Machinery.—R. E. Grant, Middleport, Ohio, wants broom machinery.

Building Materials.—Wilson & Edwards, 1416 Main street, Columbia, S. C., will need following materials: Electric bells, plumbing, furnaces, bank counter, ranges, mantels, pressed brick, terra-cotta, granite, marble, Spanish tile, vault, furniture, stone, hardwood finish, cement, plaster, metal laths, steel ceiling, heating and ventilating apparatus, slate, stained glass, church furniture, etc.

Building Materials.—Henry Rosenstiel, Union Springs, Ala., wants to correspond with manufacturers of building materials, including iron fences, etc.

Cannery Supplies.—Jas. M. Stevenson, Reverie, Tenn., wants addresses of manufacturers of tin cans for canning purposes.

Canning Machinery.—C. G. Smith, P. O. Box 114, Briarfield, Ala., wants to correspond with manufacturers of canning machinery.

Canning Machinery.—John T. Davis, Jr., Columbus, Ga., wants to correspond with manufacturers of canning machinery.

Castings and Coals.—Proposals will be received at bureau of supplies and accounts, Navy Department, Washington, D. C., until July 17 to furnish at New York navy-yard a quantity of composition castings and coal; blank proposals will be furnished upon application to the navy pay office, New York; A. S. Kenny, paymaster-general, United States Navy.

Chlorination Plant.—See "Mining Equipment."

Cotton-mill Machinery.—Vance Cotton Mill Co., Chattanooga, Tenn., is in the market for a reel.

Cotton Mill.—A. L. Lowrey, president

Hillsboro Cotton Mills, Hillsboro, Texas, invites competitive plans and detailed specifications on two-story brick mill building, with concrete foundation, etc. (See "Building Notes" column under Hillsboro, Texas.)

Cyanide Plant.—See "Mining Equipment."

Disinfecting Barge and Machinery.—Treasury Department, Office U. S. Marine Hospital Service, Gulf Quarantine Station, via Biloxi, Miss.—Sealed proposals will be received until July 21 to furnish a disinfecting barge, disinfecting machinery and installation of same. Schedules and further information may be obtained upon application to R. C. Kallach, surgeon in command of station. Usual rights reserved.

Dredge.—U. S. Engineer Office, Galveston, Texas, will receive sealed bids in triplicate until July 30 for improving harbor at Brazos Santiago, Texas. For information apply to C. S. Riche, captain, engineers.

Dredging.—U. S. Engineer Office, 601 Eighteenth street N. W., Washington, D. C., will receive sealed proposals until August 2 for dredging in Potomac river at Washington; information furnished on application; Chas. J. Allen, colonel, engineers.

Dry-kiln.—Camden Lumber Co., R. R. Team, secretary and treasurer, Camden, S. C., wants a dry-kiln (second-hand, if guaranteed) to dry 15,000 feet 1x12 green yellow-pine boards from twelve to twenty-five feet long.

Dry-kiln Trucks.—Catawba Furniture Co., Marion, N. C., is in want of trucks for dry-kiln.

Electrical Equipment.—The Radford Electric Light & Power Co., T. L. Pickle, superintendent, Radford, Va., is in the market for a complete new electrical equipment, including two 50-light arc machines of 2000 candle-power, an alternator of 1500 lights capacity and one 500-volt generator of from 80 to 100 kilowatts capacity; also wants bids on about three miles of No. 0 trolley wire and all necessary hangers and three miles of double lines each for incandescent and arc circuits. Prices are wanted also on water-wheels, etc.

Electrical Machinery.—See "Building Materials."

Electrical Machinery.—James W. Hockaday, Itasca, Texas, is in the market for two 30-kilowatt dynamos, direct-current, moderate speed, 110 volts.

Electric-light Plant.—Stonewall Cotton Mills, T. L. Wainwright, secretary, Stonewall, Miss., wants estimates on an incandescent electric-light plant of 800 lights, including engine to drive the plant.

Elevator Car.—Department of the Interior, Architect's Office, Washington, D. C.—Proposals in duplicate will be received until July 16 for new elevator car platform and cage and inclosures for three floors, all for east elevator, House wing, United States Capitol. All to be furnished and erected in accordance with requirements, which will be furnished by this office; usual rights reserved; Edward Clark, architect, United States Capitol.

Engine.—Atlanta Excelsior Manufacturing Co., Atlanta, Ga., is in the market for a 100-horse-power Corliss engine (second-hand preferred).

Fencing.—See "Building Materials."

Fertilizer Factory.—Anderson Fertilizer Co., Anderson, S. C., wants estimates on a 15-ton per day capacity sulphuric acid plant. Address Fred G. Brown.

Furniture.—See "Building Materials."

Heating and Ventilating Apparatus.—See "Building Materials."

Heating and Ventilating Apparatus.—Jas. Knox Taylor, supervising architect, Treasury Department, Washington, D. C., will receive sealed proposals until July 30 for furnishing the heating and ventilating apparatus complete for United States postoffice building at Newport, Ky., in accordance with drawings and specifications, copies of which may be had at above office or at the office of superintendent at Newport.

Heating Apparatus.—W. M. Cronan, pres. M. E. Church, DeFuniak Springs, Fla., wants to purchase a heater for church building.

Heating Plant.—Sealed bids will be received until July 16 by M. J. Brown, county judge, Newport, Ky., for heating of county infirmary by hot water. Plans can be seen at county judge's office.

Hospital Work.—Treasury Department, Office Supervising Architect, Washington, D. C.—Sealed proposals will be received until July 31 for the surgical operating room and laboratory at the United States Marine Hospital, New Orleans, La., in accordance with drawings and specifications, copies of which may be had by applying to office or to custodian of the station; James Knox Taylor, supervising architect.

Ice Plant.—J. A. Holmes, Chapel Hill, N. C., wants to correspond with manufacturers of ice and refrigerating plants.

Ice Plant.—James W. Hockaday, Itasca, Texas, is in the market for an ice plant of from five to ten tons capacity.

Kaolin Manufacturers.—See "Mining Machinery."

Machine Tool.—Thos. Pattison's Sons, 19 Flint street, Albany, Ga., want new or second-hand crank shaper, 16, 18 or 20-inch stroke.

Mining Equipment.—William O. Gantz, 52 Broadway, New York city, wants to know the exact cost of placing in Virginia a cyanide plant capable of handling fifty tons per day, and a plant for chlorination of concentrates of the same capacity; also wants to purchase other mining supplies.

Mining Machinery.—J. W. Miles, Oak Level, Va., wants to communicate with parties who have machinery for developing kaolin mines and who are interested in preparing same for market.

Paving.—Sealed proposals for furnishing material and constructing about 50,000 square yards of macadam pavement at Carrollton, Mo., including vitrified guttering and crossing walks, will be received by John E. Lynn, secretary improvement committee, until July 16. Specifications and bidders' blanks supplied on application. Certified check of 2½ per cent. of each bid required. Usual rights reserved.

Peach-basket, etc., Manufacturers.—Samuel S. Green, Proffit, Va., wants addresses of manufacturers of peach baskets and berry crates.

Piping.—Baldwin & Lowe, Lenox, Ga., are in the market for 6000 to 8000 feet of one-inch and seventy feet of four-inch black steam pipe.

Piping.—Sealed proposals addressed to Arthur Lipper, city secretary, Houston, Texas, will be received until July 16 for furnishing, approximately, 1100 tons of 24-inch cast pipe and eighty tons of 18-inch cast-iron pipe, f. o. b. cars Houston. Specifications, forms of contract and bidding blanks can be had on application to the city secretary, and all information obtained at the office of the engineer, Alexander Potter, Houston, or 150 Nassau street, New York. Bids must be accompanied by certified check for 10 per cent. of the amount of each bid; usual rights reserved.

Press.—The Raleigh Spring Bed Co., Wake Forest, N. C., desires to buy a press in which it can compress its spring beds for shipping.

Pulleys, Hangers, etc.—See "Saw-mill Machinery."

Pulverizing Machinery.—C. J. Roggentun, No. 216 West Bay street, Savannah, Ga., is in the market for a machine to pulverize rice chaff.

Pumping Machinery.—Sealed proposals addressed to Arthur Lipper, city secretary, will be received by the city council, Houston, Texas, until July 23 for furnishing and erection of the machinery required for a complete sewage-pumping plant according to specifications, which will be furnished on application, and described in general to be 6,000,000-gallon centrifugal pump, 3,000,000-gallon centrifugal pump, one 130-horse-power high-speed engine, 75 horse-power high-speed engine, two 100-horse-power water-tube boilers, one self-supporting steel stack, one 10-inch direct-connected centrifugal steam pump, piping, condensers, etc., one 100-kilowatt electric motor and one 56-kilowatt electric motor. Bids must be accompanied by certified check for 10 per cent. of the amount of each bid; usual rights reserved; Alexander Potter, consulting engineer, 150 Nassau street, New York.

Refrigerating Plant.—See "Ice Plant."

Rice Mill.—See "Pulverizing Machinery."

Rope.—S. E. Horne, Burkittsville, Md., wants addresses of manufacturers or makers of saturated tarred rope for tying corn fodder.

Saw-mill Machinery.—Pickens Bending Co., R. M. Wertz, manager, Pickens, S. C., wants a short log saw to saw logs from sixteen to eighteen inches in length, with a 48 or 50-inch inserted tooth saw; will also want pulleys, hangers, etc.

Sewage-purification Works.—Sealed proposals addressed to Arthur Lipper, city secretary, Houston, Texas, will be received until July 23 for construction of sewage-purification works in accordance with specifications, which will be furnished on application to city secretary, and plans may be seen and all necessary information obtained at office of Alexander Potter, consulting engineer, Houston, Texas, or 150 Nassau street, New York. Bids must be accompanied by certified check for 10 per cent. of the amount of each bid; usual rights reserved.

Scales.—Italian Blue Gem Coal Co., R. B. Baird, president, Jacksboro, Tenn., wants track scales, tip scales, etc.

Shipping Press.—See "Press."

Surveyors' Transit.—H. C. & W. B. Reynolds, Blocton, Ala., want one engineers' transit, good workable order, with levelling tube on telescope (Heller & Brightly preferred).

Trucks.—See "Dry-kiln Equipment."

Tubing.—A. I. Stephens, Reeves, Texas, wants addresses of parties handling bevel gear (small); also small brass nickel-plated tubing.

Water-wheels.—See "Electrical Equipment."

Water-works.—Franchise for water-works at Elkton, Md., is offered for sale. Address L. A. Woodson, city clerk.

Wire.—See "Electrical Equipment."

Woodworking Machinery.—Baldwin & Lowe, Lenox, Ga., want a wood planer to plane six feet by fifteen inches and smaller sizes, with one set Shiner heads extra.

Woodworking Machinery.—Key & Co. Manufacturing & Distilling Co., George E. French, secretary, Statesville, N. C., wants addresses of manufacturers of machinery for making furniture.

Woodworking Machinery.—R. E. Grant, Middleport, Ohio, wants veneer-cutting machine to cut from twenty-four to forty-eight inches.

Woodworking Machinery.—See "Bobbin and Shuttle Machinery."

FINANCIAL NEWS.

New Corporations.

C. A. Duval is interested in the **State Capital Insurance Co.**, recently organized at Texarkana, Texas.

The **Bank of Keytesville, Mo.**, has been organized, with \$20,000 capital stock, by W. W. Anderson and others.

The **Farmers' Fire & Tornado Insurance Co.** has been organized at Texarkana, Texas, by C. R. Kohn and others.

The **First National Bank** has been organized at Wylie, Texas, with \$25,000 capital. T. H. Leeves is president, and B. I. Barrier, cashier.

The **First National Bank**, recently organized at Sandy Spring, Md., has elected Alban G. Thomas, president; John Bready, vice-president, and George S. Nesbitt, Jr., cashier.

R. C. Hopkins has been elected president of the **Citizens' National Bank**, which has begun business at Havre de Grace, Md., with \$70,000 capital stock. Stanley M. Hanway is cashier.

The **Atlanta Bank Stock Security Co.** has decided to organize a number of additional banks to its system in Georgia. Mr. W. S. Witham has secured charters for the **Ashburn Bank** and the **Cornelia Bank** in the towns named; also for the **Merchants and Planters' Bank** at Fitzgerald, Ga. Mr. Witham will be president of each bank.

New Securities.

The **Georgia Electric Light Co.** of Atlanta has given a mortgage to secure an issue of \$2,000,000 in bonds.

The **Atlanta Rapid Transit Co.** of Atlanta, Ga., has given a mortgage to secure an issue of \$1,000,000 in bonds.

Local investors have purchased the issue of \$4600 in 5 per cent. bonds of **Prince George county, Virginia**, at 102.

The city council of **Norfolk, Va.**, is considering an ordinance favoring the issue of \$200,000 in bonds for improvements.

The **Mutual Loan Co.** of Greenville, S. C., has been authorized to increase its capital stock from \$50,000 to \$100,000.

Messrs. **Farson, Leach & Co.** of Chicago have decided to purchase the issue of \$30,000 in bonds of **Natchitoches, La.**, at par.

The town of **Ruston, La.**, has voted in favor of issuing \$25,000 in improvement bonds. The mayor will give further information.

The city authorities have purchased the issue of \$23,000 in 3½ per cent. refunding bonds of **Cottle county, Texas**, for the school fund.

E. S. Butts has purchased the issue of \$7900 in 6 per cent. bonds issued by **Warren county, Mississippi**, paying a premium of 6 per cent.

James Chalmers, city clerk, will receive bids until August 1 for an issue of \$6000 in 6 per cent. bonds of **Abbeville, South Carolina**.

The **Waycross Air Line Railroad Co.** has given a mortgage to the **Farmers' Loan & Trust Co.** of New York to secure a bond issue for \$500,000.

Messrs. **F. M. Stafford & Co.** of Chattanooga have purchased the issue of \$5000 in bonds of **Barnwell school district** of South Carolina, paying 101.

The city of **Waco, Texas**, will probably place on the market in the near future an issue of bonds for improvements. The mayor will give further information.

The city council of **Birmingham, Ala.**, has adopted an ordinance in favor of issuing \$269,000 in bonds for refunding purposes. The mayor may be addressed.

The city of **Sherman, Texas**, will vote in the near future on the question of issuing \$30,000 in bonds for improvements. The mayor will give further particulars.

The city of **Shreveport, La.**, is considering the issue of about \$200,000 in bonds for various improvements. The mayor may be addressed for further particulars.

An issue of \$50,000 in refunding bonds of **Bexar county, Texas**, has been approved by the county court. The court may be addressed at San Antonio, Texas.

Messrs. **Denison, Pryor & Co.** of Cleveland, Ohio, have purchased the issue of \$15,000 in 6 per cent. bonds of **Waynesville, N. C.**, paying a premium of \$751 and interest.

An issue of \$8000 in refunding bonds of **Hartley county, Texas**, has been approved by the city authorities. The board of commissioners may be addressed at Channing, Texas.

The city of **Newport News** will probably place on the market in the near future \$90,000 in bonds in addition to what have already been sold. The mayor will give further particulars.

It is announced that the city of **Bristol, Tenn.**, will probably place on the market in the near future an issue of \$20,000 in 5 per cent. bonds for improvements. The mayor may be addressed.

The city council of **Greenville, S. C.**, will vote on August 15 on the question of issuing \$15,000 in bonds to complete the sewerage system. James P. Williams, mayor, may be addressed.

The city of **Valdosta, Ga.**, will probably place on the market in a few weeks an issue of \$25,000 in 5 per cent. bonds, which it was decided to issue at the recent election. The mayor may be addressed.

It is announced that an issue of \$60,000 in 5 per cent. bonds is offered for sale by Messrs. **Dryer & Webb** of Talladega, Ala. They are issued for the purchase of the plant of the **Talladega Light & Power Co.**

Bids will be received for an issue of \$25,000 in bonds of the town of **Evergreen, Ala.**, until July 25. They will bear interest at the rate of 6 per cent., and are issued for improvements. Hon. H. Lee Brown, mayor, may be addressed.

The **Fiscal Court** of **Muhlenberg county, Kentucky**, has authorized the issue of \$215,000 in bonds to redeem an issue outstanding for railroad purposes. The bonds will probably be exchanged for the others and given the holders of the old issue.

Dividends and Interest.

The following dividends have been declared by Southern corporations in addition to those already noted in the Manufacturers' Record:

Augusta, Ga.—National Bank of Augusta, \$3.50 per share semi-annual; National Exchange Bank, \$3 per share semi-annual; Commercial Bank, \$3 per share semi-annual.

Baltimore, Md.—German Fire Insurance Co., 5 per cent; Third National Bank, 3½ per cent. semi-annual; German-American Fire Insurance Co., 3 per cent. semi-annual; Continental Trust Co., 4 per cent. semi-annual on paid-in stock; Mercantile Trust & Deposit Co., 8 per cent. semi-annual.

Charleston, S. C.—Dime Savings Bank, \$6 per share semi-annual; Enterprise Bank, 3 per cent. semi-annual; Hibernia Trust and Savings Bank, \$5 a share; South Carolina Loan & Trust Co., \$3 per share semi-annual. **Galveston, Texas**—Citizens' Loan Co., 2½ per cent. semi-annual; First National Bank, 4 per cent. semi-annual; Galveston Savings & Loan Co., 3 per cent. semi-annual; Galveston National Bank, 3 per cent. semi-annual.

Henderson, Ky.—Ohio Valley Bank and Planters' State Bank, 4 per cent. semi-annual; Henderson National Bank, 3 per cent.; Henderson Cotton Mill, 4 per cent. semi-annual.

Laurens, S. C.—Laurens Cotton Mill Co., 5 per cent. semi-annual; Bank of Laurens, 3½ per cent. semi-annual; Laurens National Bank, 3½ per cent. semi-annual; People's Loan and Exchange Bank, 5 per cent. semi-annual; Laurens Warehouse Co., 10 per cent. annual.

Louisville, Ky.—National Building and Loan Association, 2½ per cent. semi-annual; Third National Bank, 3 per cent. semi-annual; Western Bank, 3 per cent. semi-annual; Western Insurance Co., 4 per cent. semi-annual; German Insurance Bank, 5 per cent. semi-annual; German Insurance Co., 3 per cent. semi-annual; Louisville Trust Co., 1½ per cent. quarterly; Louisville National Banking Co., 3 per cent. semi-annual; Bank of Commerce, 5 per cent. semi-annual; National Bank of Kentucky, 4 per cent.; German Security Bank, 3 per cent. semi-annual; Kentucky Title Co., 3 per cent. semi-annual; Home Fund Co., 4 per cent. semi-annual; Louisville Bridge Co., 8 per cent. annual; Union National Bank, 3 per cent. semi-annual; Louisville Gas Co., 2½ per cent.

Marion, S. C.—Marion Oil Co., 8 per cent.; Marion Bank, 4 per cent. semi-annual; Merchants and Farmers' Bank, 4 per cent. semi-annual.

Memphis, Tenn.—Phoenix Fire Insurance Co., 3 per cent.; State Savings Bank, 5 per cent. semi-annual; National Bank of Commerce, 4 per cent. semi-annual; Continental Savings Bank, 5 per cent.; Security Bank, 3 per cent. semi-annual.

Mobile, Ala.—People's Bank, 6 per cent. semi-annual; Mobile Insurance Co., 2 per cent.

New Orleans, La.—Hibernia Insurance Co., 4 per cent. semi-annual; Metropolitan Bank, 4 per cent. semi-annual; Whitney National Bank, 7½ per cent. semi-annual; Teutonia Bank, 3 per cent. semi-annual; People's Bank, 3 per cent. semi-annual.

Raleigh, N. C.—Mechanics' Dime Savings Bank, 3 per cent. semi-annual; Raleigh Savings Bank, 6 per cent. semi-annual.

Richmond, Va.—Old Dominion Steamship Co., 3 per cent. semi-annual; United Banking & Trust Co., semi-annual; Security Bank, 2½ per cent. semi-annual; Virginia Trust Co., 3 per cent. semi-annual.

Savannah, Ga.—Augusta & Savannah Railway Co., 2½ per cent.; National Bank of Savannah, \$3.50 per share semi-annual; Southern Bank of the State of Georgia, 3½ per cent. semi-annual; Germania Bank, \$3 per share semi-annual; Georgia Investment Co., 6 per cent.; Merchants' National Bank, \$3 per share semi-annual.

St. Louis, Mo.—American Car & Foundry Co., 1½ per cent. on preferred stock and ½ per cent. on common stock; Bremen Bank, 6 per cent. semi-annual; Northwestern Savings Bank, 4 per cent. semi-annual; Jefferson Bank, \$3 per share semi-annual.

Valdosta, Ga.—Merchants' Bank, Citizens' Bank and First National Bank, each 4 per cent. semi-annual; Valdosta Savings Co., \$5 per share.

Miscellaneous.—Columbia (S. C.) National Bank, 4 per cent. semi-annual; Bank of Thibodeaux, La., 4 per cent. semi-annual; Harmony Grove Cotton Co., Harmony Grove, Ga., 20 per cent. annual; Atlanta & West Point Railroad Co., 3 per cent. semi-annual; Lowry National Bank, Atlanta, Ga., 4 per cent. semi-annual; National Bank of Columbus, Ga., 4 per cent. semi-annual; Peninsula Bank of Williamsburg, Williamsburg, Va., 4 per cent. semi-annual; Tennessee Coal, Iron & Railroad Co., 2 per cent. on common stock and 2 per cent. on preferred stock; First National Bank of Murfreesboro, Ky., 4 per cent. semi-annual; Stone River National Bank of Murfreesboro, 4 per cent. semi-annual; St.

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Financial Notes.	
The Southern Bank of the State of Georgia has secured a renewal of its charter for thirty years.	
The Citizens' Building & Banking Co. of Lynchburg, Va., has secured an amendment to its charter, allowing it to reduce its capital stock to half of the present amount.	
SOUTHERN COTTON-MILL STOCKS.	
Quotations Furnished by William S. Glenn, Spartanburg, S. C., for Week Ending July 11.	
	Bid. Asked.
Abbeville Cotton Mills (S. C.).....	98 100
Anderson Cotton Mills (S. C.).....	125 130
American Spinning Co. (S. C.).....	100 101
Arkwright Mills (S. C.).....	129 133
Belton Mills (S. C.).....	104 105
Brandon Mills (S. C.).....	90 100
Clifton Mfg. Co. (S. C.).....	195 200
Clinton Mills (S. C.).....	115 125
Darlington Mills (S. C.).....	96 101
Dilling Mills (N. C.).....	105 110
F. W. Poe Mfg. Co. (S. C.).....	117 121
Gaffney Mfg. Co. (S. C.).....	126 130
Greenwood Mills (S. C.).....	103 106
Grendel Mills (S. C.).....	104 105
Laurens Mills (S. C.).....	145 150
Lockhart Mills (S. C.).....	110 112
Mills Mfg. Co. (S. C.).....	94 96
Monaghan Mills (S. C.).....	90 100
Newberry Mills (S. C.).....	122 125
Odell Mfg. Co. (N. C.).....	112 116
Orr Mfg. Co. (S. C.).....	104 105
Pacolet Mfg. Co. (S. C.).....	200 200
Pelzer Mfg. Co. (S. C.).....	195 200
Piedmont Mfg. Co. (S. C.).....	188 193
Richland Mills (S. C.).....	99 101
Southern Mills (N. C.).....	97 100
Spartan Mills (S. C.).....	135 140
Tucapau Mills (S. C.).....	132 135
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